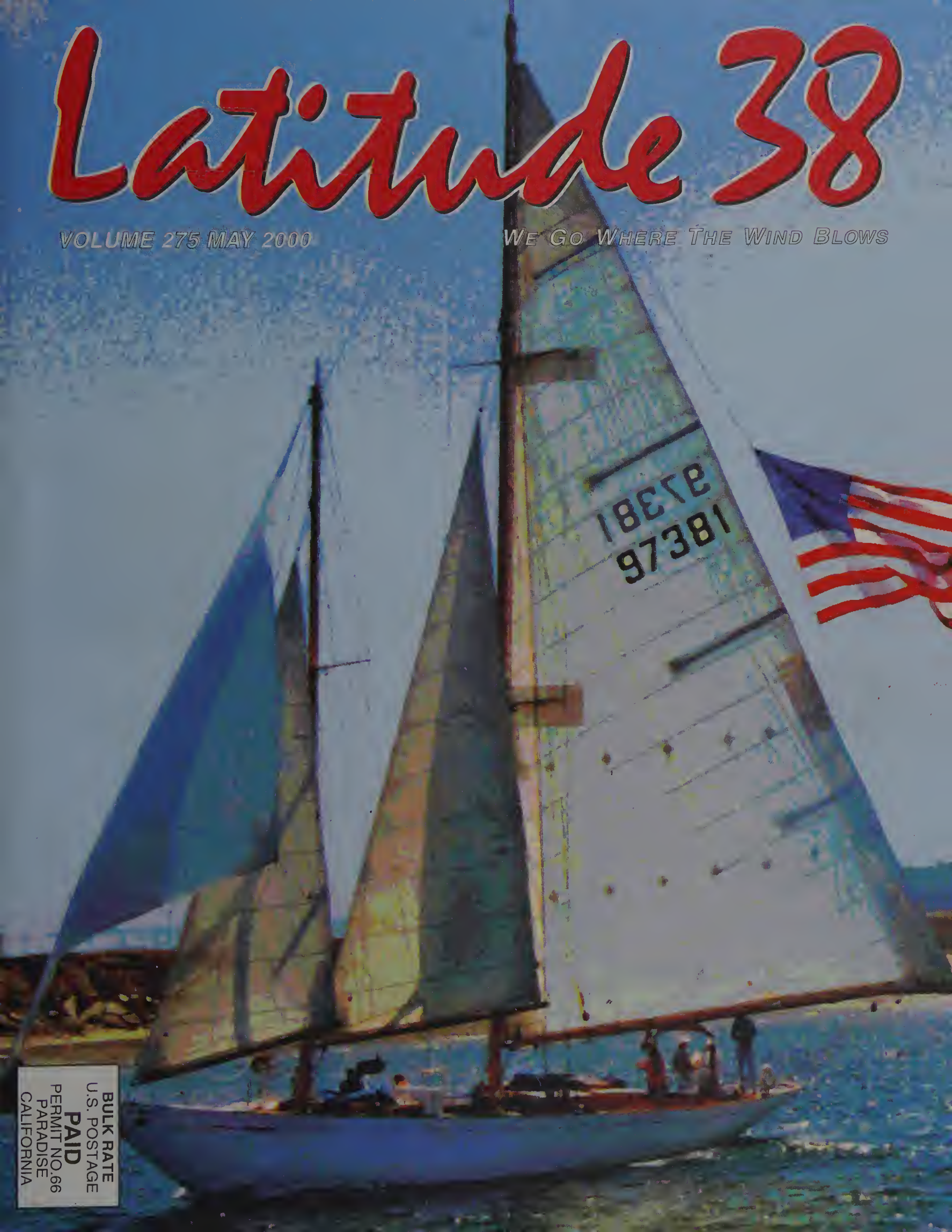


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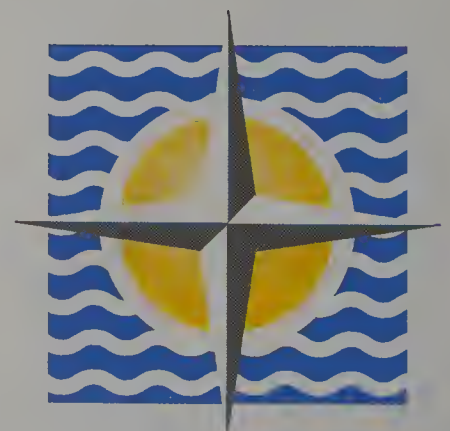
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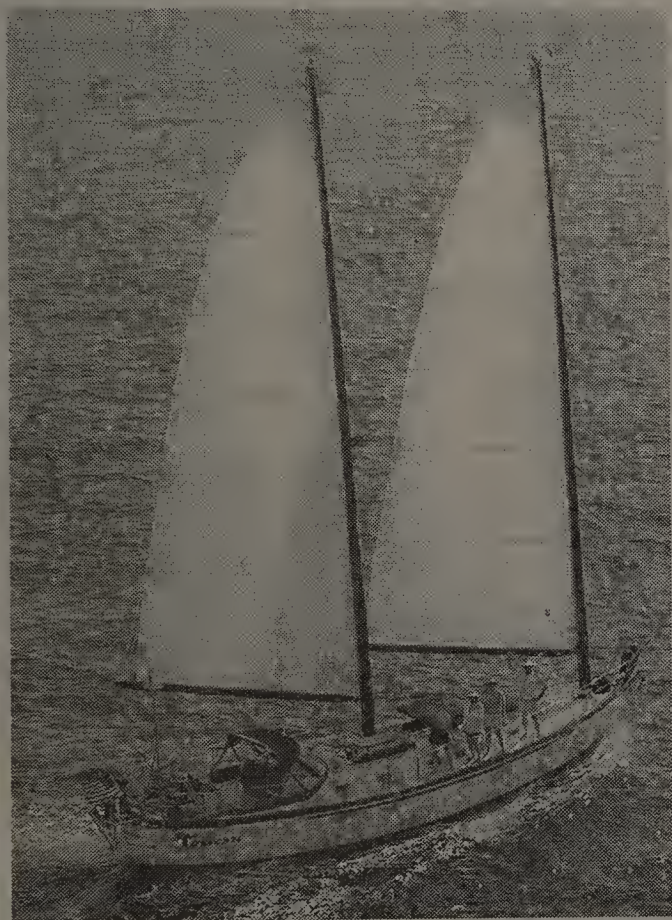
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Jack spent several years restoring the boat and outfitting her for cruising. He and his partner, Judy Tillson, kept the name since "two can" sail the boat so easily. And because *Toucan* flies like a bird when the sails are set wing-and-wing.

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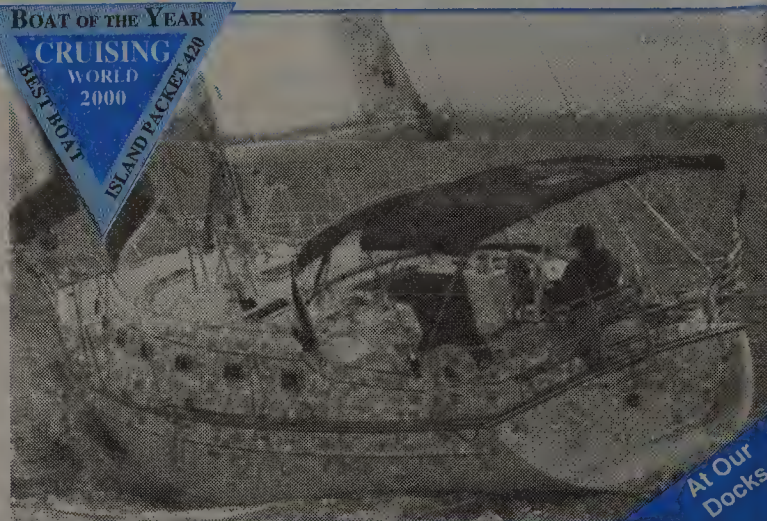
Island Packet 420

55 IP 420s have been sold in 6 months. *Sail* magazine chose the 420 as one of the Top 10 Boats for 2000, saying, "Every design element, piece of gear and systems installation, fulfills its builder's stated mission: safe, comfortable cruising and long-term liveaboard use. The boat is a study of the sturdy and the sensible with traditional concepts rendered in modern

materials." *Cruising World* magazine chose the 420 as the 2000 Boat of the Year for Best Full-Sized Cruiser Under \$400,000.



BOAT OF THE YEAR
CRUISING
WORLD
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BEST VALUE
ISLAND PACKET 420



At Our Docks

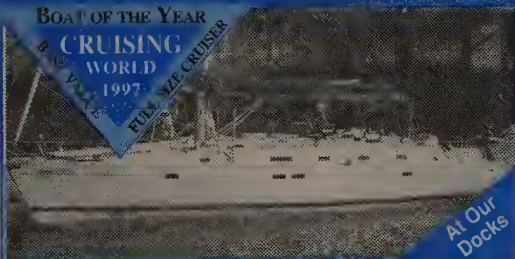
X-Yachts X-382

Cruising World magazines panel of experts judged the X-442 to be the Best Racer Cruiser for 2000. The X-382 has all the quality construction as its bigger brothers, like a heavy welded steel grid system for load distribution and state-of-the-art hull lay-up with Divinycell, E-glass and triaxial glass for strength and light weight. The interior joinery is scrumptious, the deck layout and hardware near perfection. This high-class yacht is designed and built by sailing fanatics for sailing fanatics. Classy, elegant and fast, the X-382 is one of the sweetest boats you will ever sail.

At Our Docks

Beneteau 461

BOAT OF THE YEAR
CRUISING
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1997
BEST VALUE
FULL SIZE CRUISER



At Our Docks

Beneteau 411

BOAT OF THE YEAR
CRUISING
WORLD
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FULL SIZE CRUISER



At Our Docks

Beneteau 381



June Delivery

Island Packet 380

BOAT OF THE YEAR
CRUISING
WORLD
1999
BEST VALUE
ISLAND PACKET 380



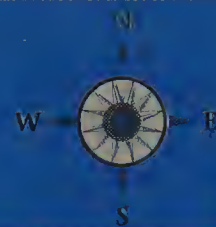
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At Our Docks

BOAT OF THE YEAR
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WORLD
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BEST RACER/CRUISER
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Beneteau 361



At Our Docks

Beneteau 331



Beneteau 311



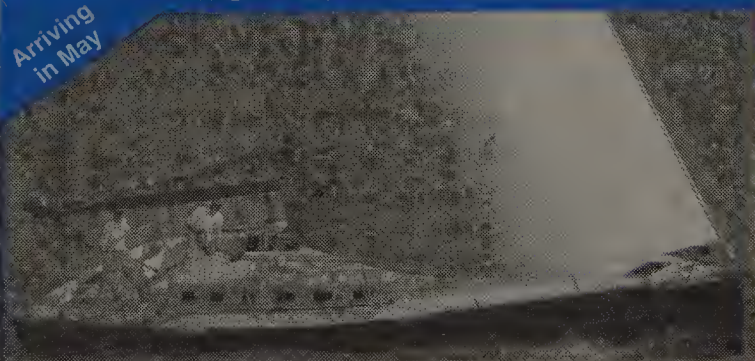
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Beneteau First 47.7



Arriving in May

This new performance yacht is designed by Bruce Farr and is a stunning value.

Rod Gibbons'
Cruising Cats USA

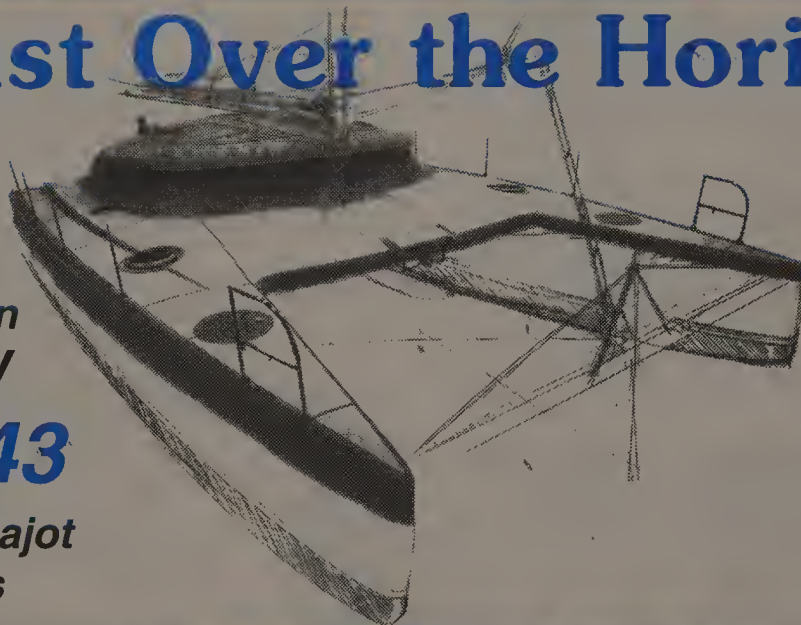


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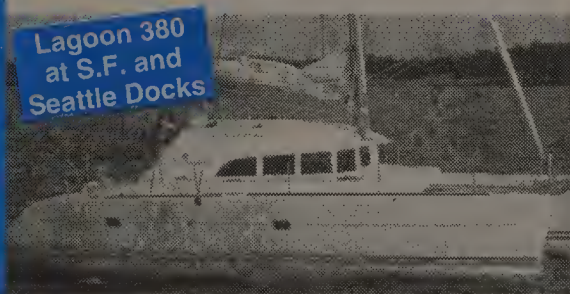
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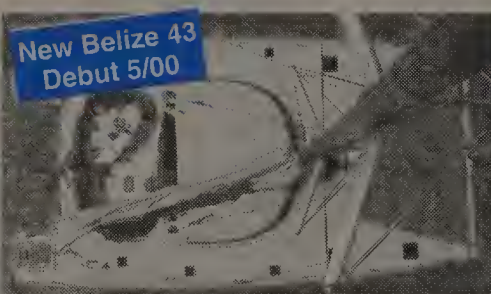


Coming soon
THE NEW
Belize 43
by Fountaine Pajot
Catamarans

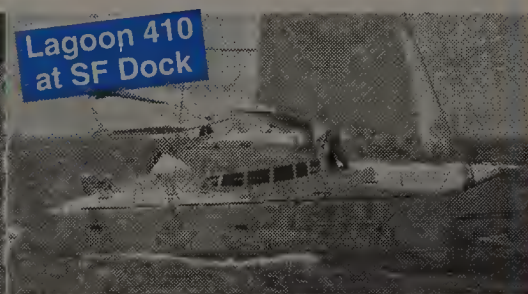
The modern cruising cat designs have been stunningly successful in the last 18 months, but the design teams haven't stopped. The Belize 43 from Fountaine Pajot is on its way. Orders will be filling quickly after the May debut in Europe. Call for details now.



Lagoon 380
at S.F. and
Seattle Docks



New Belize 43
Debut 5/00



Lagoon 410
at SF Dock

How seaworthy is a 38-foot cat?

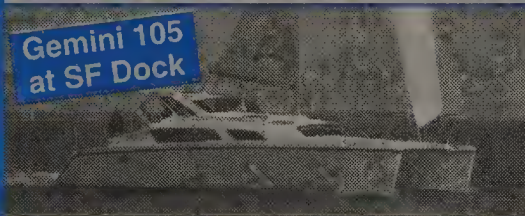
San Francisco's first Lagoon 380 made a premiere trip up the California coast, tagging along easily with her big 410 sister, averaging an easy 7-8 knots all the way from Long Beach.

Compared to a monohull, how does a cat feel at sea?

Suppose we put some bricks under your dining room table and made you eat at 30 degrees for a while? Wouldn't you feel better if we didn't? Cats don't heel! Everything about the motion of a cat at sea is simpler, easier, kinder.

Where does a cat perform best?

On the water! Any water. The 410s are now cruising California, Mexico, the Caribbean. Equally adept in all conditions, the design has proven that in rough weather it's safer to be comfortable and in anchorages it's even more fun.



Gemini 105
at SF Dock



The new 2000 model GEMINI 105

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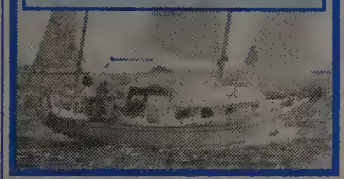
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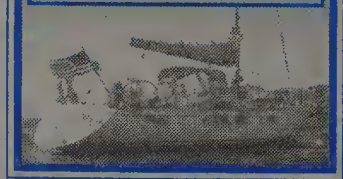
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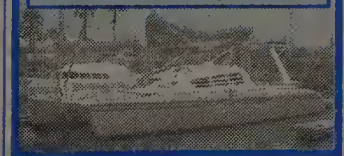
33' NEWPORT



Well priced and looking for a new owner. At our dock. \$29,900.

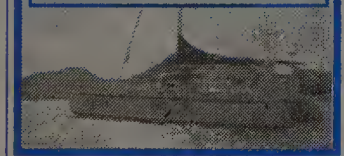
Multihulls

45' KRONOS, 1992



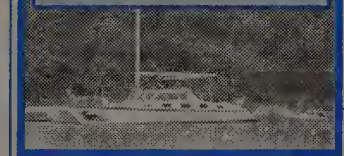
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Cover photo by Latitude 38/Richard

Paul Plotts, of the Southwestern YC in San Diego, enjoys a great day on the Bay with Dauntless, his 71-foot Alden schooner. She was built at the Dauntless Shipyard in 1930.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Lacust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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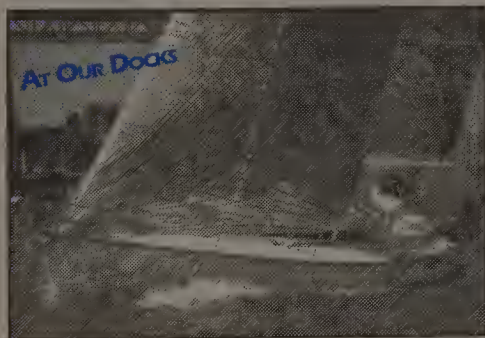
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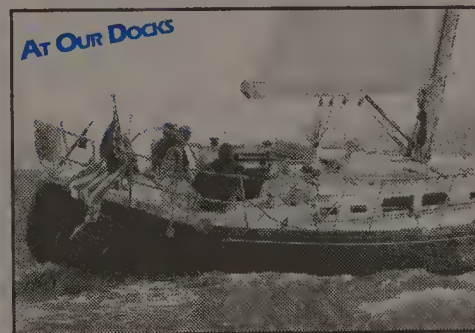
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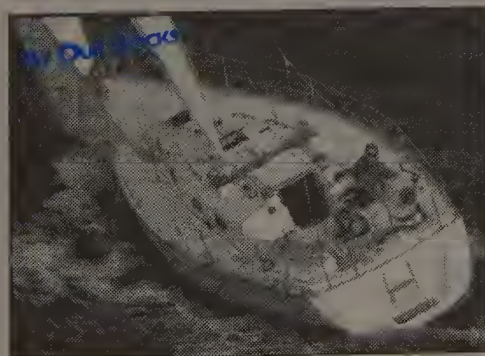
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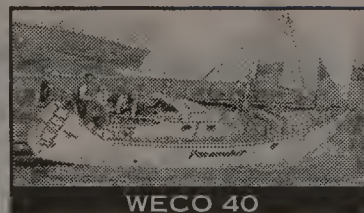
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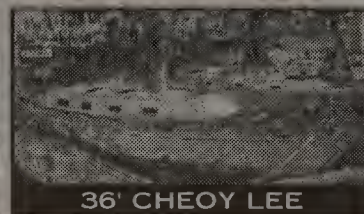
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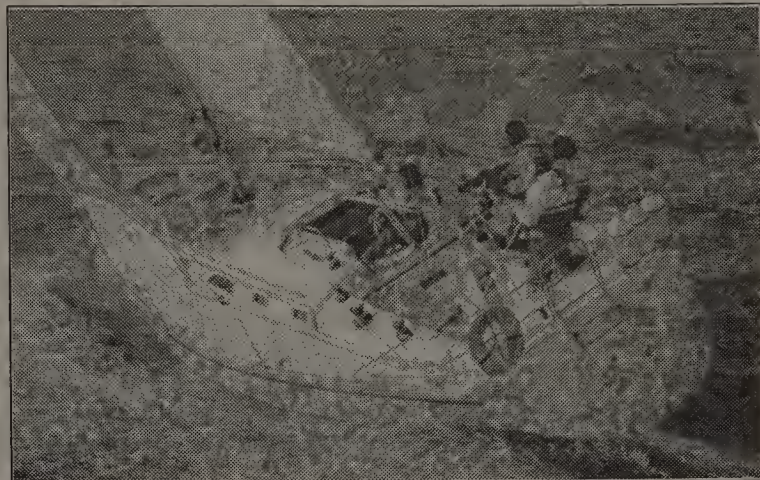
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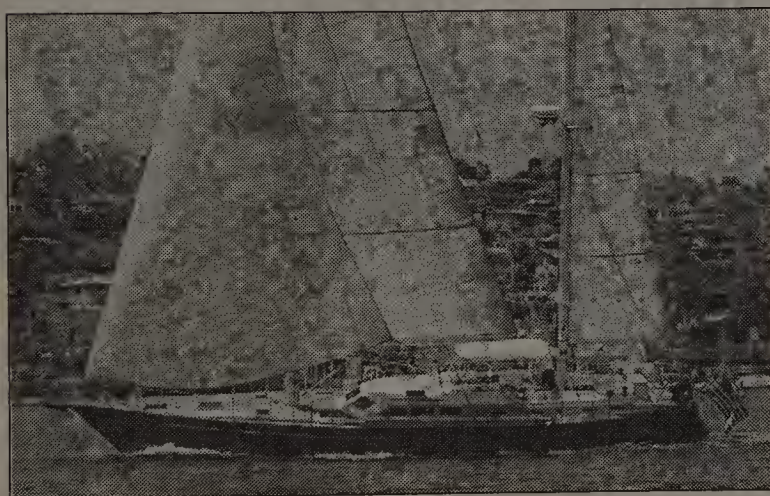
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Southern Ocean 71' Ketch, 1978



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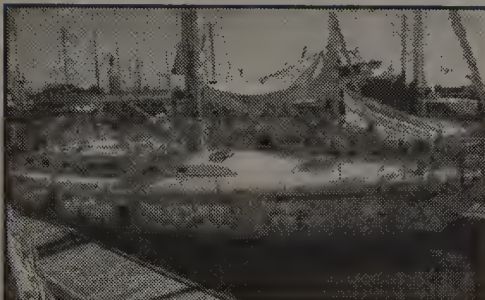
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Ready for any ocean. Asking \$275,000.



43' WAUQUIEZ PILOT SALOON, 1997

Cruise-ready. First of this design on brokerage market. Listing agent Jill. Asking \$429,000.



46' MORGAN, 1989

Solidly built cruiser at a bargain price. Asking \$115,000. (sister ship)



38' C&C, Mark II, 1977

A fast cruiser, ready for bluewater. Asking \$65,000.



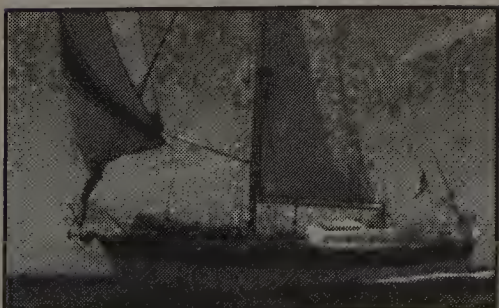
35' RAFIKI, 1977

Sturdy cruiser and liveaboard. Asking \$48,000.



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Comfortable cruiser loaded w/elect. & stuff. Shows owner's pride. Listing agent Jill. \$185,000.



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34' TOPSAIL KETCH, '73 \$55,000

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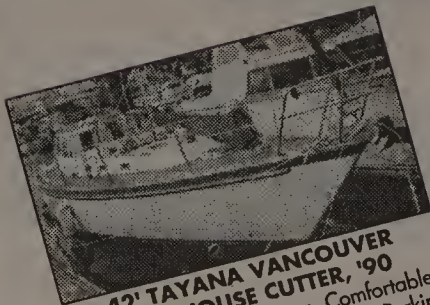


**48' TAYANA
DECK SALON**

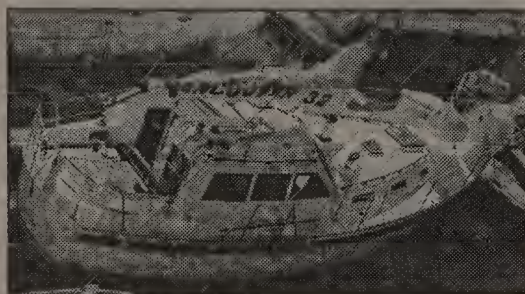
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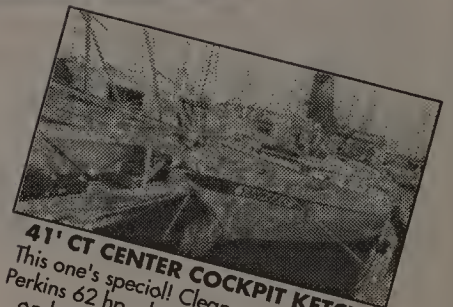
Ask us for information!



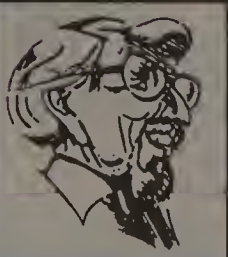
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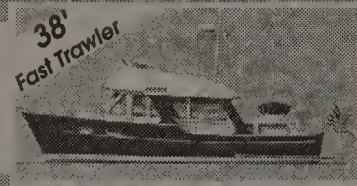
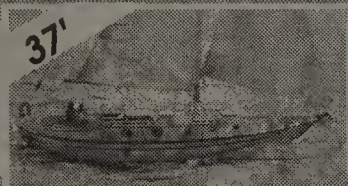
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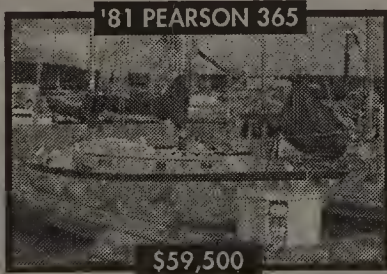
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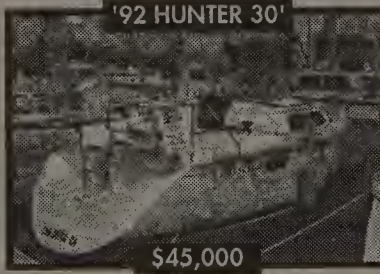
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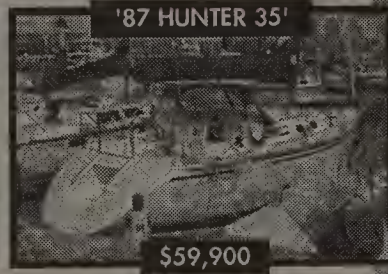
\$94,500



\$59,500



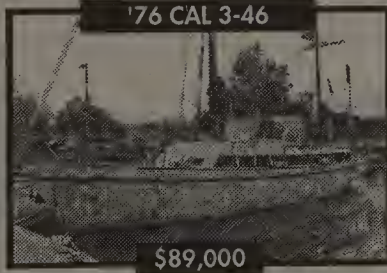
\$45,000



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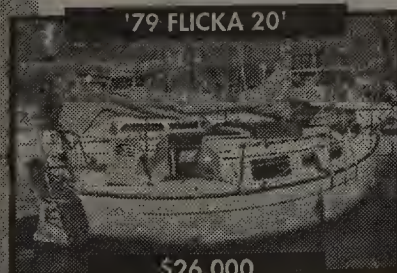
\$89,000



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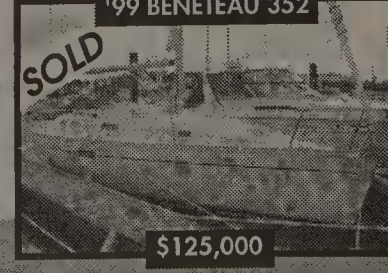


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- Easy boating access to Bay & Delta.
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- Guest dock and overnight berthing.
- Grocery store within three blocks
- Mini golf/arcade five blocks
- Twin River marine insurance.
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- Fishing piers and observation pier.
- Mello's Bait & Tackle.
- Shore side parks and picnic areas.
- Public restrooms.
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Easy access by boat (San Joaquin River), Car (Highway 4), and Train (Amtrak within two blocks)
The Harbormaster's Office and fuel dock are open seven days a week from eight a.m. to five p.m..

Overnight rates: Boats less than 40': \$10.00 - Boats 40' and over: \$16.00 Refundable key deposit, \$20/key.

Radio or telephone for overnight accommodations. There is a restaurant at the marina.

Rates and information subject to change.

For more information call the marina at (925) 779-6957, email marina@ci.antioch.ca.us or Channel 16 VHF

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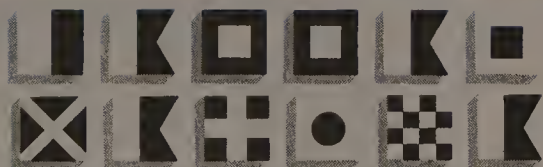
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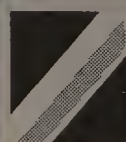
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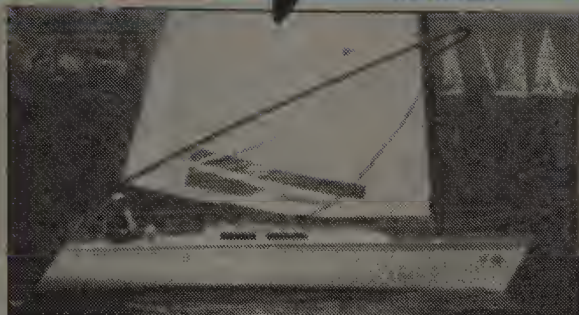


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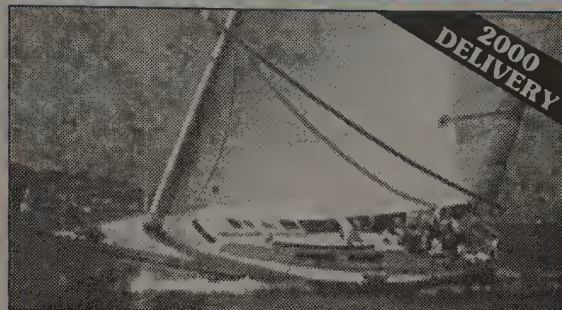


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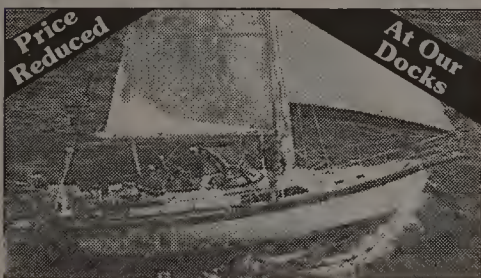
Downeast 38 \$65,000



New Zealand 44 \$269,000



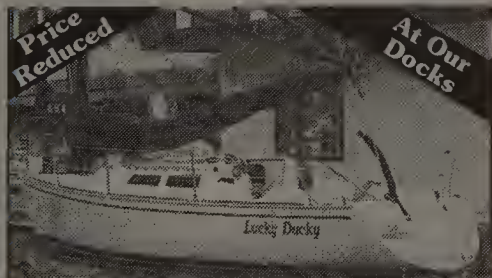
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Irwin 38 MkII \$83,500



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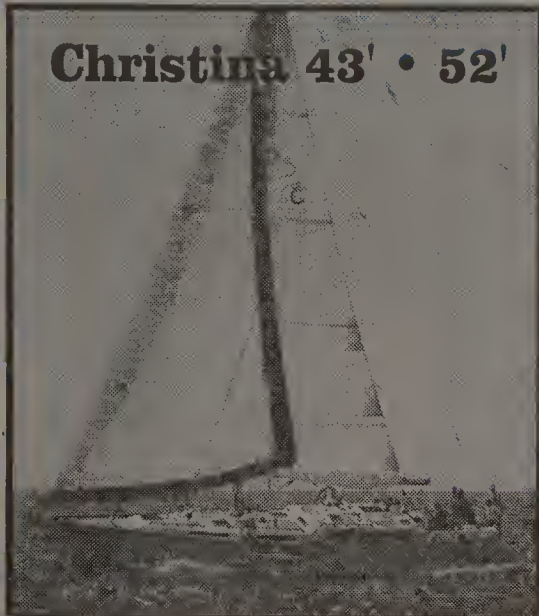


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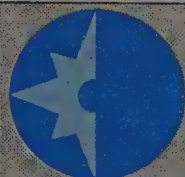
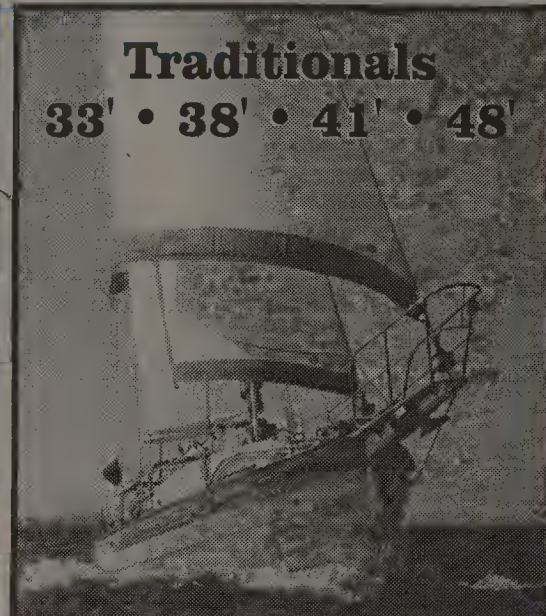
Christina 43' • 52'



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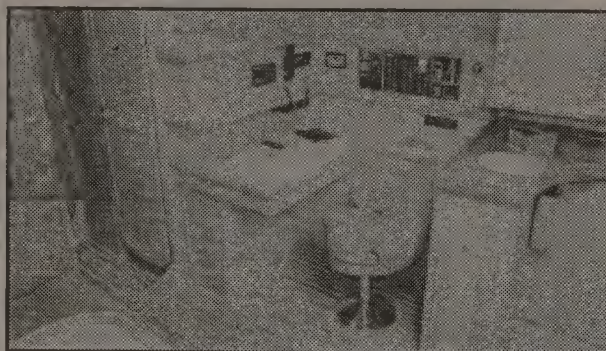
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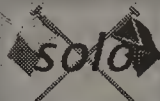
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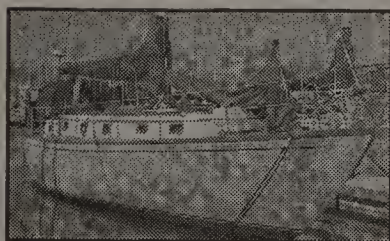
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43' MASON, 1979

The "Hinckley of the West Coast!" 2 staterooms, 6'8" headroom, abundant stowage, full sails & rigging, radar, fully equipped galley. Call today to see this beautiful cruiser.
\$140,000.



54' SEA LORD, 1970/95

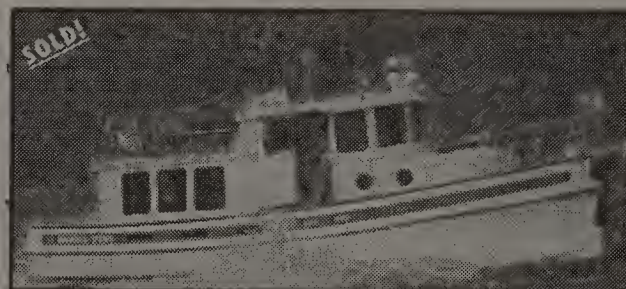
Ketch rig, single 106hp Volvo, only 200 hours since overhaul, 2 staterooms, autopilot, radar, 7.5kw generator, full sails and rigging. Owner must sell due to health reasons. Bring offers!
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Next Available Nov. 2000

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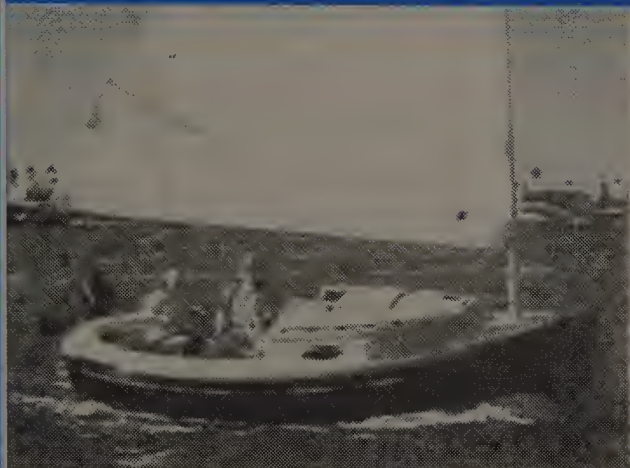
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SUN CAT BY COM-PAC YACHTS AVAILABLE THIS MONTH ON OUR LOT

SPECIFICATIONS

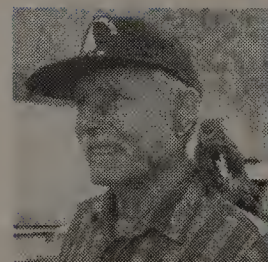
LOA: 17'4" • LOD: 16'8" • LWL: 15'
Beam: 7'3" • Draft, board up: 14"
Draft, board down: 54"
Displ.: 1,500 lbs. • Sail Area: 150 sq. ft.

STANDARD EQUIPMENT

Mastendr™ quick rig sailing system
Opening ports • Two 6.5' berths w/cushions
Teak & holly sole • Storage for porta-potty
Mainsheet traveler • Mahogany & ash tiller
Chainlocker • Stainless steel mooring cleats
Stainless steel rubrail
Stainless steel retractable motor bracket
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Boom gallows • Gaff headed cat rig
High aspect, aluminum kick-up rudder

THE MOGUL SAYS...

CHECK YOUR TRAILER!



Boating season

is here; if you

haven't touched your trailer since last fall, a
minor bit of preventative maintenance now
can stop a catastrophic failure later.

- Adjust and lube the wheel bearings as
needed.

- Check tires and rims for damage and
inflate tires to proper pressure. Make sure
your spare is ready to use if needed.

- If the lights don't work properly, before
tearing the system apart, try gently
cleaning the bulbs and sockets and also
the plug that attaches to the car. Most
electrical problems are caused by a dirty
connection.

- If the trailer is equipped with brakes,
check the condition and level of the fluid.

- If there is any doubt of the condition of
the brakes, have them checked by a
qualified mechanic.

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11' Modern Moth	23' Ericson
11' Newport	23' Aquarius
12' Pelican	25' Venture
13' Chrysler Pirateer	25' MacGregor
14' Capri	25' Buccaneer
15' Coronado (2)	25' Lancer (3)
15' Montgomery (3)	26' MacGregor (2)
17' Vagabond	26' Balboa
17' LOA	27' O'Day 272
19' O'Day 192	27' Catalina
19' Hunter	
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Saturdays at 10:15 am

May 20: Learning to Sail –

An Introductory Lesson

June 14: Outfitting Your Boat for
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July 15: Delta Cruising Update

August 12: Mock Naval battle in
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~ Mark Schrader, Plastic Classics *Cruising World* 12/97

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BIRTH ANNOUNCEMENT ~ SARA EDWARDS

Conceived as the ultimate cruiser, redeveloped with latest technology, and growing in highest quality, she is arriving in traditional attire in late Spring. Her already beautiful Garden designed lines are accented with a base color of light cream, complemented by a boot and whale stripe of dark green, with an optional solid teak cap rail. Her name in gold across her shapely canoe stern completes the color ensemble. Her "birthday suit" of sails are being crafted by Carol Hasse of Port Townsend Sails. A Cherry interior, especially arranged for her proud new parents completes the christening outfit.

The Noah "clinic" and Northern Marine "birthing center" are seeking new parents for *Sara Edwards'* sisters, and are offering special "delivery" pricing on the next two FAST PASSAGE 40's. Be advised these ladies' reputation of being "fast" in light air is enhanced by technical advances in layup, power, sails and rigging, which results in a 500# weight reduction which, in turn, promises to make her even quicker and stiffer than before. Integral to her new layup schedule is a Kevlar shield to enhance underwater collision resistance and a synthetic core/vinylester laminate schedule that eliminates balsa coring and, thus, a common source of rot - not to mention blister problems. Please call "Dr." Jeremiah Mitchel (President, Noah Corporation) or "Dr." Bud Lemieux (President, Northern Marine) at 360-299-8400 to tour the plant and to take advantage of our special "delivery price" offer. In keeping with her state of the art construction, we are offering an instant inquiry response information packet at our website, as well as regularly updated construction process jpegs.

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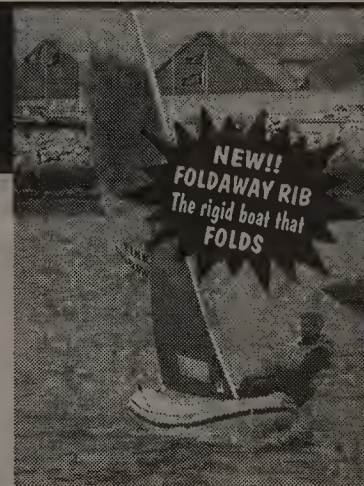
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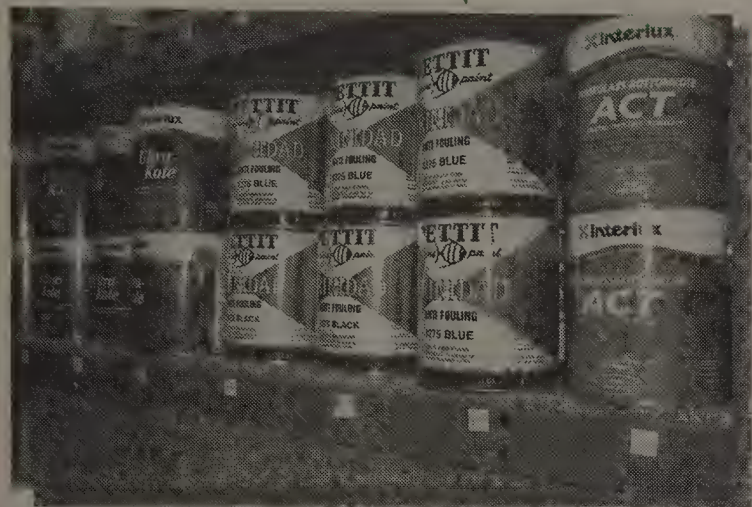
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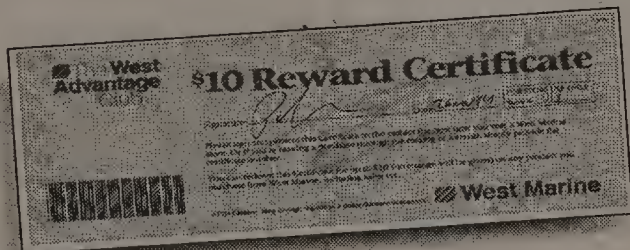
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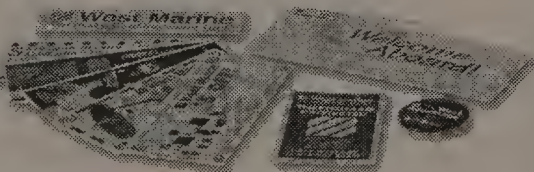
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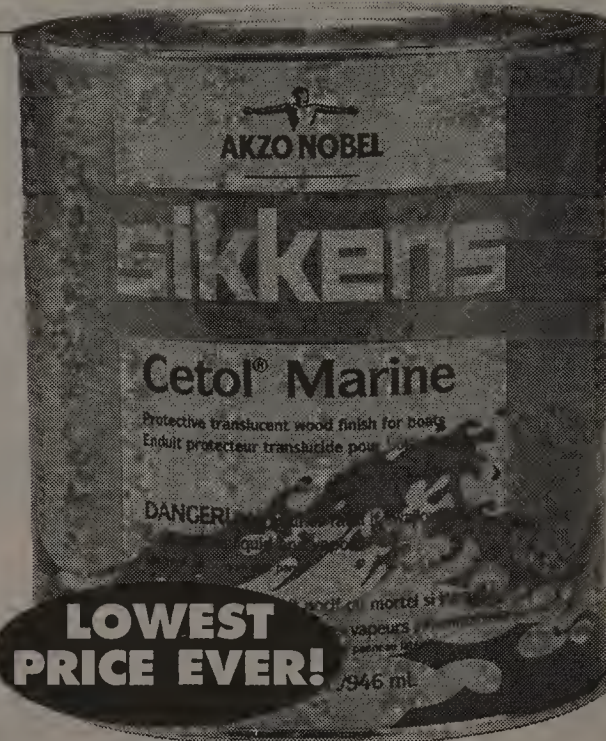
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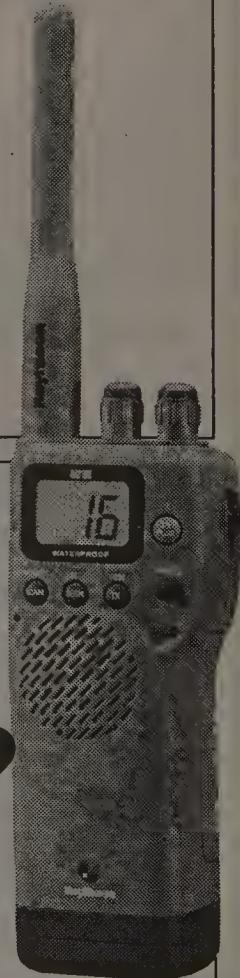
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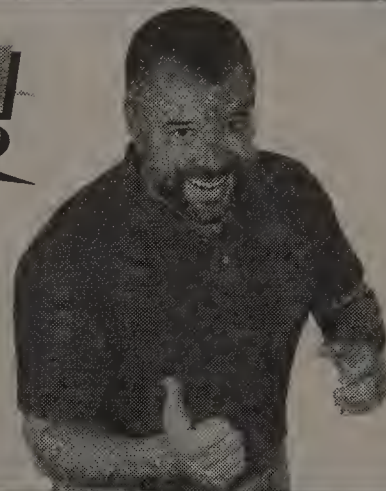
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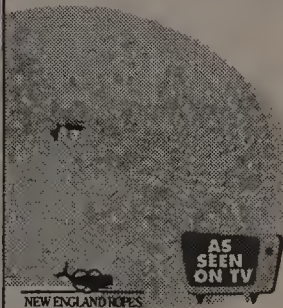
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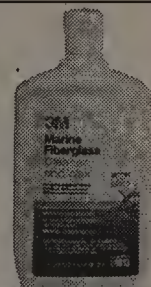
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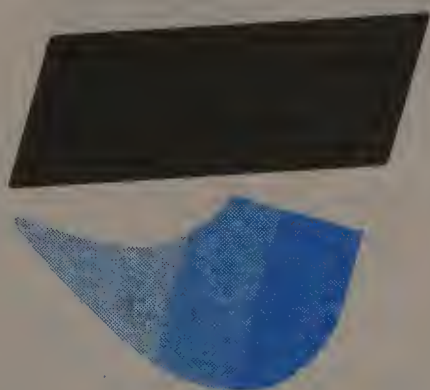
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CALENDAR

Nonrace

Apr. 26-30 — Pacific Sail Expo at Jack London Square, the best sailboat show in the West. Info, (800) 817-7245.

Apr. 28-29 — "Take the Helm," a series for women only, held in conjunction with Sail Expo. A three-hour on-the-water clinic Friday is followed by a full day of seminars on Saturday. Call (800) 566-6972 for prices and details.

Apr. 29 — Brisbane Marina/Sierra Point YC's nautical flea market, barbeque and open house; 9 a.m. to 3 p.m.; Mark Chappell, (650) 952-2269.

Apr. 30 — Opening Day on San Francisco Bay. Parades, parties, and the usual madness. PICYA, 823-6633.

May 4-7 — Pacific Powerboat Expo at Jack London Square, with over 100 yachts on display. NCMA, (510) 834-1000.

May 5-6 — Cheoy Lee Rendezvous at Treasure Island's Clipper Cove. "Spend the weekend on the hook in the company of like-minded boaters." Brent or Sue, (209) 375-6604, evenings.

May 6 — Marine Flea Market at Anderson's Boat Yard (Sausalito), 8 a.m. to 1 p.m. Limited space available. Info, 332-5432.

May 6-7 — Trailer Sailer Delta Ditch Race and Weekend, sponsored by the Potter Yachters Club. An informal weekend in the Stockton area, with an overnight stay at Windmill Cove Marina. Judy Blumhorst, (925) 820-0800.

May 6-7 — Corinthian YC's Women's Sailing Seminar #1: The Fundamentals. Kay Rudiger, 381-4758.

May 6-7 — Used Boat Show and Nautical Flea Market (May 6 only) at the Napa Valley Marina. Refreshments, music, raffles, ski show and more. Info, (707) 252-8011.

May 6-7 — California Cape Dory Owners Association Spring Float-In at South Beach Marina. Drive-ins welcome, too. Walt Bilofsky, 435-4433.

May 8, 1980 — It was Twenty Years Ago Today, from a *Sightings* piece called *Presumed Lost at Sea*:

From accounts in the newspapers, most sailors are aware that Grover Nibouar is presumed lost at sea. The 30-year-old casino floor manager from Stateline was last seen departing Richmond in his Moore 24, *Outrage*, on his way to complete his 300-mile qualifying sail for this month's Singlehanded TransPac.

When Nibouar did not return by May 8th, his friends notified the Coast Guard that he was overdue and a search was begun. Grover's planned course would have taken him past Drake's Bay, and it was there several days later that the freighter *Mohawk* sighted *Outrage*. The Moore's mast was still up, and her sails set but tattered. The freighter repeatedly hailed *Outrage*, but got no response. Winds in excess of 30 knots combined with 10-foot seas prevented any attempt to board the boat. Despite getting an exact fix on *Outrage*'s location, the Coast Guard was unable to locate the boat in the next several days.

On the weekend of May 17, the unmanned *Outrage* washed ashore near Pescadero on the San Mateo County coast. Her previously intact mast was now broken in three places, but otherwise she was in remarkably good shape.

May 9 — "An Evening with Dawn Riley," hosted by the Los Gatos YC at a downtown Los Gatos location; 7:30 p.m.; \$8/person. RSVP, Ted Miller, (408) 353-8602.

May 10 — SSS TransPac Seminar #8: "Medical Emergencies at Sea, and Safety," 7:30 p.m. at Oakland YC; free. Details, (510) 769-8952.

May 13 — Marine Flea Market at Peninsula YC (Redwood City), 7 a.m. to 1 p.m. Meals and refreshments available; \$10 for sellers. PYC, (650) 369-4410.

May 13 — Stockton SC's Annual Swap Meet and Junior Pancake Breakfast, 7 a.m.; Budge Humphreys, (209) 957-4828.

May 13 — KFOG's 7th Annual KaBOOM, a free concert and fireworks show on Piers 30 and 32. An 18-minute fireworks display will be simulcast with KFOG's customized soundtrack.

Yacht to the City

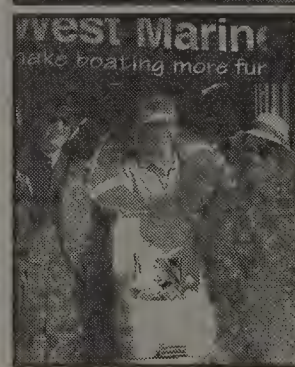
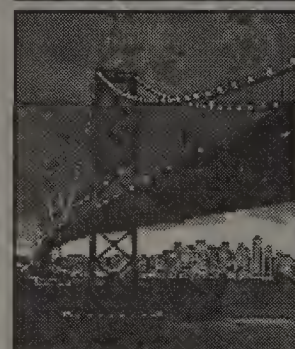
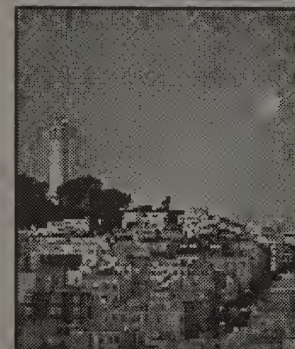
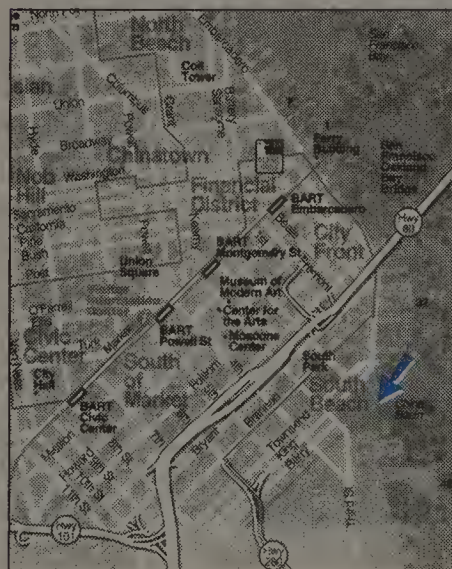
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CALENDAR

beginning around 9 p.m. Take the boat out and watch!

May 13 — Oakland PortFest at Jack London Square; all day; free. Info, (510) 814-6000.

May 13-14 — Ericson 27 fleet cruise to the Presidio YC. Info, (415) 584-9914.

May 16 — S.F. Bay Oceanic Crew Group Meeting, with the guest speaker Hester Rumberg (Sleavin Family Foundation) discussing "Safety at Sea." Fort Mason Center, Room C-210, 7 p.m., free. Info, 979-4866.

May 17 — Contemplate the full moon.

May 18-21 — US Sailing Small Boat Level One Instructor Course at Stockton Sailing Club. Limited space, not free. Info, (209) 951-5690.

May 19 — Fourth Annual Blue Water Foundation Fundraiser at the S.F. Maritime Museum, 7-11 p.m. \$25 donation includes dinner and entertainment. Info, 392-2018.

May 20 — Pacific Cup Seminar #3: Navigation, Weather and Provisioning. Berkeley YC; \$20 fee includes lunch; registration begins at 8 a.m. Chuck Cunningham, (831) 476-7498.

May 20 — "Beginning Sailing: Tips on Learning to Sail," a free seminar by Gale Stockdale at his Stockdale Marine (Sacramento), 10:15 a.m. For details, call (916) 332-0775.

May 20-21 — Corinthian YC's Women's Sailing Seminar #2: Advanced Techniques. Kay Rudiger, 381-4758.

May 20-21 — Sacramento Small Craft Association Get-Together on Lake Natoma. Messing around with boats (sailing, pulling, canoes, kayaks, you name it), communal eating, and camping at the Negro Bar State Park (downstream from Folsom Lake). Emily Hogin, (510) 523-4388.

June 3 — Nautical Flea Market at Alameda YC, 8 a.m. to 1 p.m. Georgie Scott, (510) 769-8629.

June 10 — Catalina 27 General Meeting and Barbecue at Berkeley YC, 6 p.m. Tom/Cathy Jeremiason, (510) 758-4752.

June 10-11 — "Go Sailing Weekend," Sail America's fourth annual program to promote sailing. Find out how to register to win a five-day vacation in the Caribbean, by calling Kelly Roth at (800) 817-7245.

June 11 — Berkeley YC's Halibut Fishing Derby for Sailboats. Fish in the morning, communal barbecue in the afternoon. George and Sheri Clyde, (415) 421-4849.

Racing

Apr. 28 — 53rd Newport to Ensenada Race, billed as "the world's largest international yacht race." NOSA, (949) 435-9553.

Apr. 28-30 — Konocti Triangle Races on Clear Lake on Friday, followed by the Konocti Cup/Half Cup on Saturday. KBSC, (707) 277-SAIL.

Apr. 29 — El Año Cuadragésimo-Siete Gran Concurso Barco-Toro (read: 47th Bullship Race). Sausalito to San Francisco in eight-foot plywood boxes. Info, (925) 945-6223.

Apr. 29 — WBRA season opener, hosted by Golden Gate YC. Knock on wood! YRA, 771-9500.

Apr. 29 — OYRA/GGYC DuxShip Race. YRA, 771-9500.

Apr. 30-May 6 — Antigua Sailing Week. Party on! Check out www.sailingweek.com for details.

May 6-7 — Lakeport YC Spring Regatta on Clear Lake. LYC, (707) 263-5078.

May 6-7 — Yachting Cup, the first of three regattas on SoCal's Volvo Inshore Championship. The Volvo Leukemia Cup Regatta, an optional Friday afternoon race on May 5, kicks off the weekend. San Diego YC, (619) 221-8400.

May 6-7 — Vallejo Race. Here we go again! YRA, 771-9500.

May 6-7 — Moore 24 PCCs. Santa Cruz YC, (831) 425-0690.

May 6-7 — Pier 39 Spring Cup Regatta, another fast-paced 11:Metre shootout with \$10,000 on the line. Pier 39, 705-5500.

May 13 — OYRA/SFYC Farallones Race, the quintessential

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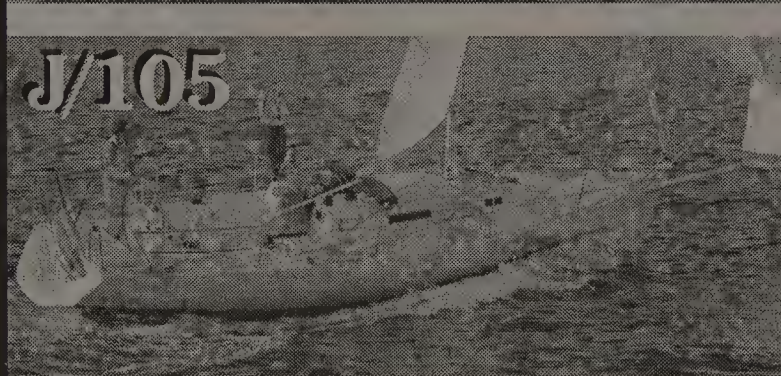
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CALENDAR

NorCal ocean race. YRA, 771-9500.

May 13 — InterClub Race #2, hosted by Encinal YC. M.L. Higgins, (510) 748-0289.

May 13 — Elite Keel Regatta on the Southampton track for Etchells, IODs, Knarrrs, J/24s and Melges 24s. SFYC, 789-5647.

May 13-14 — Stone Cup. Too bad most of the big boats will be down south. StFYC, 563-6363.

May 14-19 — Nautica 2000 Star World Championship at Annapolis YC. Follow the action at www.annapolisyc.com/starworlds2000.

May 20 — Spring One Design #2 for SC 27s, Moore 24s, Tuna 22s and 505s. SCYC, (831) 425-0690.

May 21 — SCORE/Doublehanded #2. SCYC, (831) 425-0690.

May 26 — Third Annual Spinnaker Cup: San Francisco to Monterey. Co-hosted by Golden Gate YC and Monterey Peninsula YC. Donna Womble, (831) 659-0651.

May 26-28, 1990 — Ten Years After, from our article titled *Volvo Regatta 1990: Strange Days*:

We figure 27-year-old J/24 virtuoso Eric Arndt must speak directly to God; others in his class are beginning to think he is God. Whatever the case, his record in the San Francisco Volvo Regatta has been remarkable. On May 26-28, for the third year in a row, the unassuming, almost shy, Santa Barbara-based professional racer demolished the 51-boat J/24 fleet, this time posting three first and two seconds. Though not quite as perfect as his previous straight-bullet magic acts in '88 and '89, it was nonetheless the standout performance of the regatta — again.

What did he think about finally losing a race in the Volvo? "I felt relief," laughed Eric. "At last, the pressure was off, and we could enjoy ourselves!" It was a fitting way to end his J/24 career — Arndt has already sold the 'real' *Houdini* (he was borrowing Vince Brun's J/24 for the weekend) and he's moving on to an IOR 50-footer project with a Japanese owner.

But despite Arndt's incredible performance in the largest and most competitive of the ten fleets, it was local hotshot Chris Corlett — helmsman of Art Mowry's *Santana 35 Wildflower* — who took home the overall prize, a week's vacation in Denmark. Corlett matched Arndt's 6.25 points in class, as did Gerald DeWit's J/29 *Smokin' J*, which was driven by Kimo Winterbottom. Unfortunately, the regatta organizers forgot to include a tie-breaking mechanism in the sailing instructions — and in the ensuing three-way lottery, it turned out to be Chris's lucky day. "Eric Arndt really should have gotten this," allowed Corlett. Most everyone else agreed.

That was kind of how this year's Volvo Regatta went — lots of strange things kept happening. . .

May 27 — Master Mariner's Race, followed by the traditional shindig at Encinal YC. Bob Rogers, 381-3498.

May 27-28 — Second Annual VNA Hospice Regatta for J/24s, Melges 24s, Moore 24s, Express 27s, Olson 30s, Knarrrs, 11:Metres, Etchells, J/105s and Express 37s. Good racing, good partying, good cause. StFYC, 563-6363.

May 27-28 — Whiskeytown SC's 36th Annual Memorial Day Regatta, including the Capri 22 Nationals. Phil Walker, (530) 246-9465.

May 27-28 — Cal Race Week in Marina del Rey, the second leg of SoCal's Volvo Inshore Championship. How can a two-day regatta be called a 'race week'? Cal YC, (310) 822-3658.

May 28-30 — 33rd ICYRA (Collegiate) Women's Championship at St. Mary's College of Maryland, followed by the 41st ICYRA Team Racing Championship at the same venue on May 31-June 3. Adam Werblow, (301) 862-0291.

June 1-11 — U.S. Olympic Soling Trials. Go cheer on Madro, Craig and Hartwell! StFYC, 563-6363.

June 3 — Delta Ditch Run, a great excuse to spend the

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FEATURE BOAT

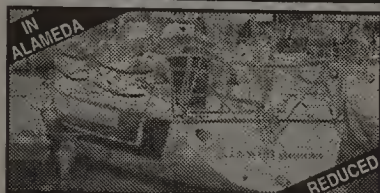
WYLIECAT 30, '97, *Sea Saw*
Easy to sail cat-rigged sailboat.
Provides performance-oriented
sailor w/boat at home daysailing
or club race.



J/125, *Javelin*
Rare chance to take immediate delivery of an extremely
well equipped and professionally maintained J/125.



J/35, '89, *More Power* (ex-Major Damage).
Best racing record on the West Coast.
Current sail inventory. Priced to sell \$59,000.



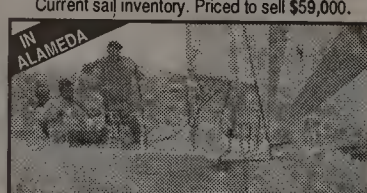
SANTANA 35, '80, *Swell Dancer*
Season champion one-design.
Ready to go.



FARR 33, '84, *Farr Out*
This racer/cruiser built by Annapolis Custom Yachts
is ready for shorthanded ocean sailing.



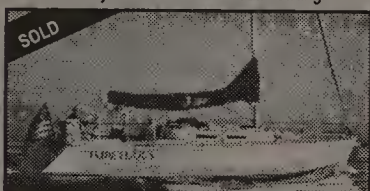
J/24 This well-maintained J/24 is the perfect
solution for the sailor looking to race in a strong one
design. Two from \$15,000.



MELGES 24, *Yee Ha*
Join the one design fleet.
This Melges 24 is seriously for sale. Includes trailer.



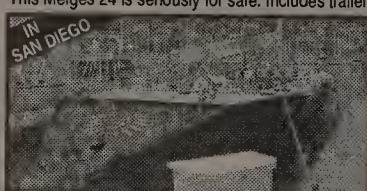
SCHOCK 35, '86, *Reflex*
This Schock needs a little bit of TLC.
Call today to take a look.



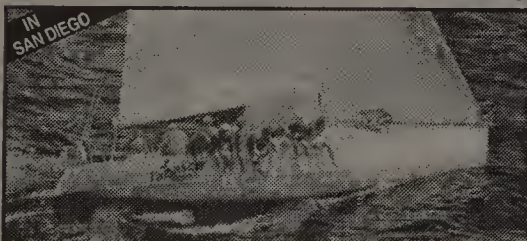
40' J/120, '98, *Impetuous*
Like new, has only seen one season. Full class inven-
tory and cruising sails, top of the line electronics.



NELSON MAREK 30, '94, *Invincible*
Winner of '99 Cal Race Week, North Sails Race Week,
The Volvo Inshore Championship. A serious race boat.

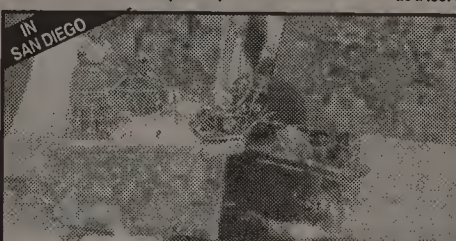


IACC, '91, *Il Moro I*
America's Cup Class sloop designed by German Frers
as a test vessel for the '92 Cup, built by Tencara in Italy.



39' CM1200, 1995 *Wahine*

A racing weapon
comfortable enough to
cruise in. The perfect
picture of efficiency and
performance.



J/120, '94 *Eileen*

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75' Tencara IACC, '91, *Il Moro I* 150,000
54' Schumacher, '96, *Swiftsure III* 495,000
53' J/160, '97, *Bushwacker** 670,000
41' J/125, '99, *Javelin* 290,000
40' J/120, '94, *Eileen** Reduced 207,000
39' CM 1200, '95, *Wahine* 135,000
37' O'Day, '79, *Selket* 39,000
35' J/35, '90, *Rag Tag** 74,500

35' J/35, '89, *More Power* 59,000
35' Schock, '86, *Reflex** 51,000
35' Santana, '80, *Swell Dancer* Reduced 28,000
33' Farr, '84, *Farr Out* 39,900
33' Peterson, '82, *Blue Rose* 27,500
30' Wyliecat, '97, *See Saw* 85,000
30' Nelson/Marek, '94, *Invincible** Reduced 69,900
30' Henderson, '98, *Dog House** 83,900

27' CF, *Midnight Express** 17,900
24' J/24, '83, *Electra*, w/trailer 15,000
24' J/24, '85, *Decorum*, w/trailer 16,000
24' Melges, '94, *Yee Ha*, w/trailer 23,900

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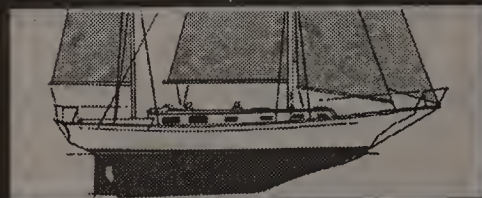
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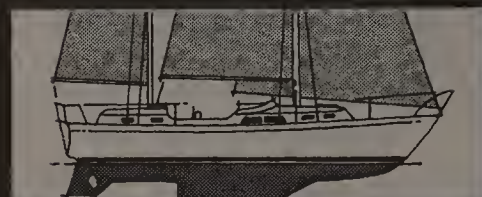
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34' Cal, '78, diesel. \$34,000.

40' Brown Tri	\$48,000
40' Cheoy Lee Midshipman	\$74,900
39' Cross Tri	\$45,000
33' Seawind 1000, demo	\$168,000
30' Catalina	\$17,500
30' Islander	\$12,650
29' Ranger	\$12,000
28' F-28 CC, new	\$84,500
28' F-28R, demo	\$69,000
27' F-27, '94, #398	\$58,000
27' F-27, '90, #163, very clean	\$58,000
27' F-27, '91, #206, loads of gear	\$53,000
24' Corsair Mkl	\$38,000



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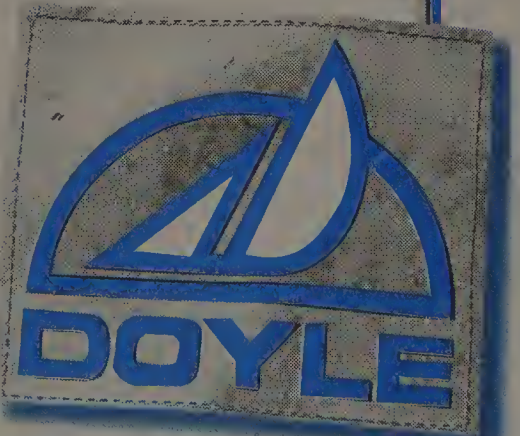
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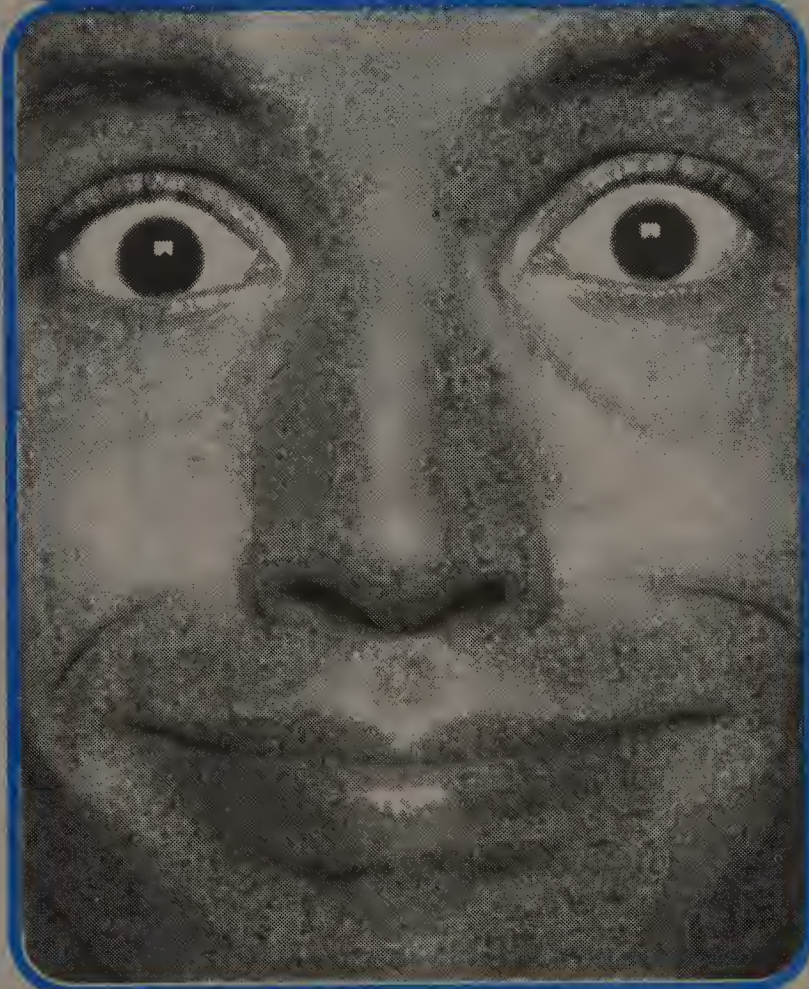
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CALENDAR

weekend in the Delta. Changed from the original June 10 date to take advantage of better currents. RYC/StkSC, (209) 473-9851.

June 3 — 23rd Colin Archer Race for heavy double-ended, full-keeled cruisers. Encinal YC; Teri Moore, (510) 530-0460.

June 5-7 — 64th ICYRA Coed Dinghy NA Championship at the U.S. Merchant Marine Academy at Kings Point. The annual Super Bowl of collegiate sailing will pit 18 of the best schools in the country against each other in Vanguard 15s. Gregg Matalas, (516) 773-5455.

June 10 — SSS Corinthian In The Bay Race, recently voted the "regatta most in need of a better name." Terry McKelvey, (510) 527-9433.

June 10-11 — Easom Founders Regatta, an Etchells regatta honoring the great Hank Easom, on the Berkeley Circle. SFYC, 789-5647.

June 10-11 — Go For the Gold Regatta on Scotts Flat Lake (outside Nevada City), a pretty place to sail. Gold Country YC, (530) 272-6105.

June 16-17 — South Tower Race. StkSC, (209) 473-9851.

June 17 — Midnight Moonlight Marathon. SFYC, 789-5647.

June 17-18 — Woodies Invitational. StFYC, 563-6363.

June 17-18 — Clear Lake Regatta. RYC, (510) 237-2821.

June 24 — 9th Annual Coastal Cup, returning to Santa Barbara this year. Encinal YC; Rod Kidd, (510) 814-7285.

June 24 — SSS TransPac. Terry McKelvey, (510) 527-9433.

July 10-14 — West Marine Pacific Cup, the 2,070-mile 'Fun Race to Hawaii'. Mary Lovely, 441-4461.

July 15-16 — PICYA Championships: Big Lipton (48-99); Larry Knight (100-156); Little Lipton (157-206), and the Admirals Cup (207-264). PICYA, 823-6633.

July 31-Aug. 9 — Kenwood Cup: Eight buoy races off Honolulu, plus a 55-miler and the 148-mile Molokai Race. RHORC; Ken Morrison, (808) 946-9061.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. Spring: 5/1, 5/15, 5/29, 6/12. John Super (415) 243-0426.

BENICIA YC — Every Thursday night through 9/21; 9/28 Champion of Champions. Terry Merrill, (707) 557-7245.

BERKELEY YC — Friday Night Races. Every Friday night through 9/29. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Every Friday night through 9/8. CYC, 435-4771.

COYOTE POINT YC — Wednesday Nights through 10/25. Mark Neumann, (650) 696-9616.

ENCINAL YC — Friday Night Twilight Series. Spring: 5/5, 5/19, 6/9. Mike Rettie, (510) 522-1807.

GOLDEN GATE YC — Friday nights: 5/12, 5/26, 6/9, 6/23, 7/7, 7/28, 8/11, etc. Jeff Zarwell, (408) 252-7671.

GOLDEN GATE YC/FOLKBOATS: Wednesday Night Woodies: 5/3-8/30. Ed Welch, (415) 851-3800.

ISLAND YC — Friday Nights on the Estuary: 5/12, 6/2, 6/16, 7/28, 8/11, etc. Janet Frankel, (415) 362-9533.

MONTEREY PENINSULA YC — Sunset Series: Wednesday nights through 10/4. Race Chair, (831) 372-9686.

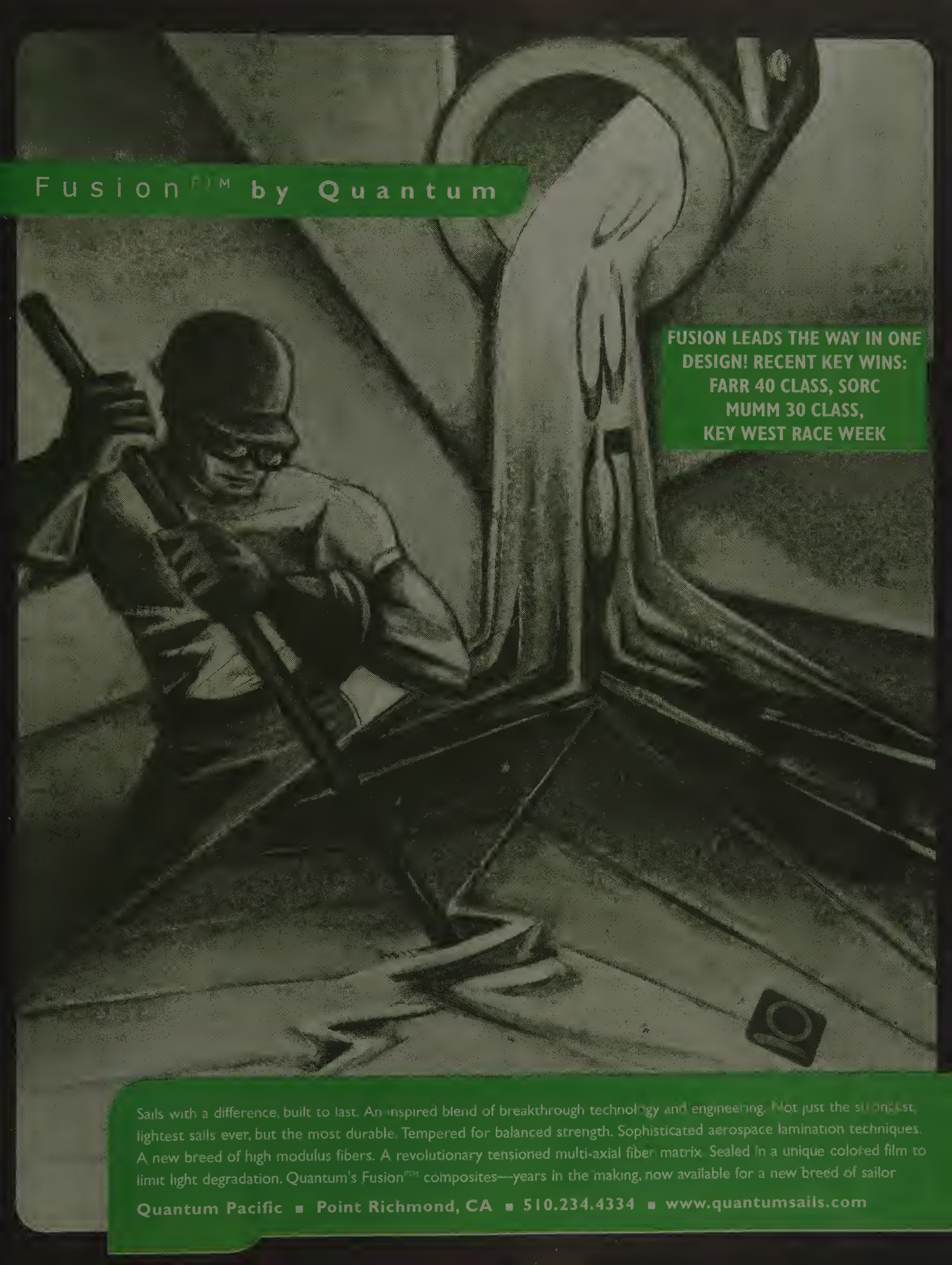
OAKLAND YC — Sweet 16 Series. Every Wednesday night: 5/3-6/28 and 7/26-9/13. Bob Donovan, (925) 934-7848.

RICHMOND YC — Wednesday Night Series: 5/3, 5/17, 6/7, 6/21, 7/5, 7/19, 8/9, 8/23, etc. Eric Arens, (510) 841-6022.

SANTA CRUZ YC — Wednesday Night Races. Every Wednesday during daylight savings time. Larry Weaver, (408) 423-8111.

SAUSALITO CRUISING CLUB — Friday nights: 5/12, 5/26, 6/9, 6/23, 8/11, 8/25, 9/8. Deborah Leanos, (415) 499-9676.

SAUSALITO YC — Tuesday Sunset Series. Spring: 5/9, 5/23, 6/6, 6/20. Andy Egger, 332-1267.



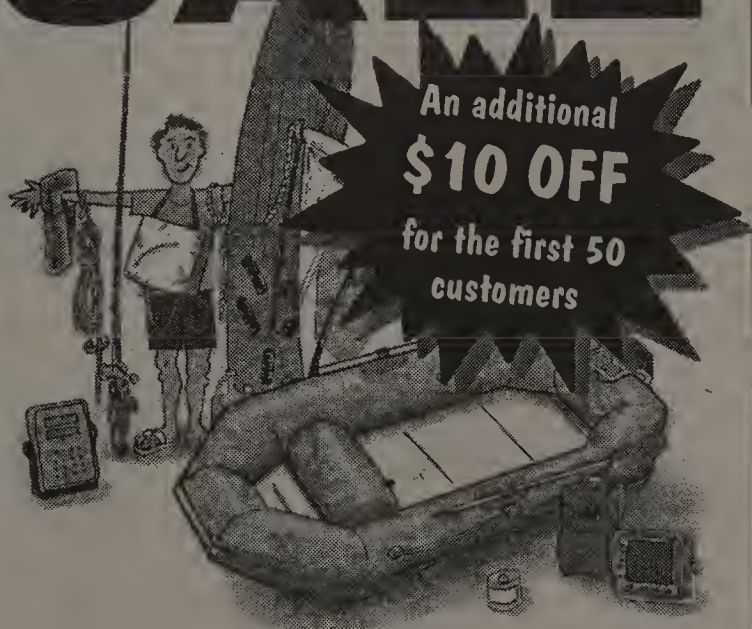
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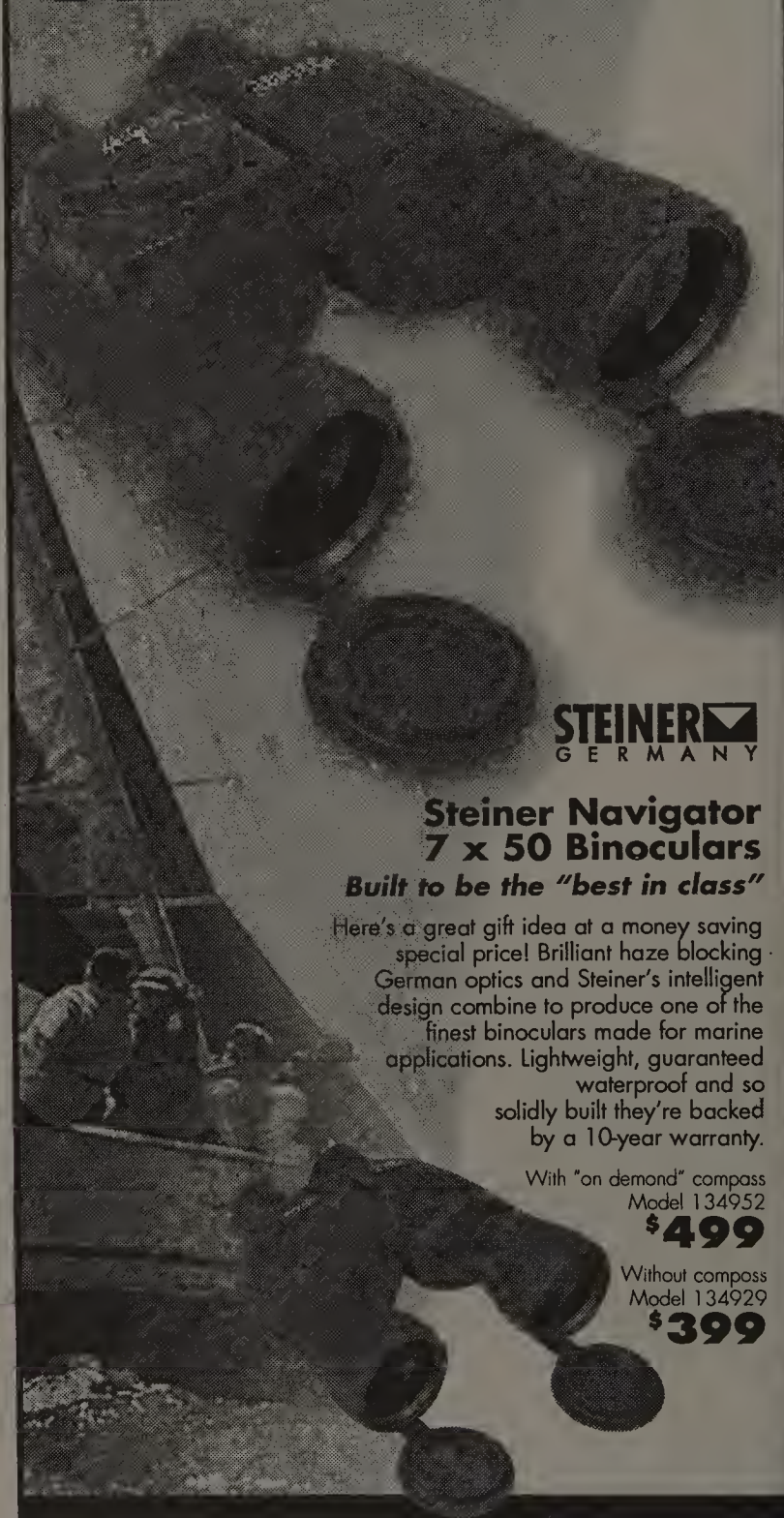
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CALENDAR

SEQUOIA YC — Every Wednesday night: 5/3-8/30. Dan Lockwood, (650) 361-9472.

SHORELINE LASERS — Wednesday Nights through Sep-



Always check the tidebook before parking your boat.

tember. Roger Herbst, (408) 249-5053.

SOUTH BEACH YC — Friday Nights: 5/12, 5/19, 6/2, 6/23, 7/7, 7/21, etc. Mark Hecht, (650) 341-6449.

TAHOE YC — Wednesday Night Beer Cans: Spring Series, 5/31-7/12; Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday Nights: Every other week through 9/8. Hans Bigall, (707) 586-1555.

VALLEJO YC — Every Wednesday night through 9/27. Bob & Val McGowan, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

May Weekend Currents

date/day	slack	max	slack	max
5/06Sat		0011/3.1F	0257	0623/5.5E
	1008 2202	1312/4.2F	1644	1900/2.8E
5/07Sun		0059/2.8F	0341	0712/5.3E
	1103 2259	1408/4.0F	1745	1954/2.4E
5/13Sat		0141/3.1E	0506	0801/2.8F
	1040 2317	1340/3.3E	1713	2023/3.6F
5/14Sun		0227/3.7E	0556	0856/3.2F
	1141 2355	1436/3.3E	1800	2104/3.5F
5/20Sat		0559/4.6E	0956	1256/3.5F
	0241 1625	1832/2.1E	2145	
5/21Sun		0032/2.2F	0313	0639/4.4E
	1036 2223	1337/3.2F	1711	1915/1.9E
5/27Sat		0612/1.5F	0857	1152/2.9E
	0349 1541	1847/2.8F	2204	
5/28Sun		0041/2.8E	0441	0716/2.0F
	1008 2242	1251/2.9E	1630	1932/3.0F
5/29Mon		0131/3.5E	0527	0811/2.6F
	1111 2319	1346/3.0E	1716	2015/3.2F

May 6-7 and May 13-14

Open Boat Weekends at Farallone Yachts



1978 Durbeck 38



1979 Brewer 45



1988 Catalina 30



1983 Perry 41



1978 Hans Christian 38T



1978 Nor'Sea 27

70', 55', 48'

Luxury Motor Yachts Coming in May

SAILBOAT BROKERAGE

1994 Catalina 36	79,000
1994 Catalina 320	SOLD
1987 Catalina 30	SOLD
1984 Catalina 30	SOLD
1982 Catalina 30	SOLD
1984 Catalina 270	38,500
1981 Catalina 27 (2)	SOLD
1979 Brewer 45	137,000
1976 Islander Freeport 41	SOLD
1983 Perry 41	99,500
1981 Kalik 40	78,500
1972 Dubeck 38	78,000
1983 Ericson 38	Coming soon
1992 Freedom 38	Coming soon
1978 Hans Christian 38 T	95,000
1978 Mariner 36	64,000
1972 Mariner 32	25,000
1990 Hunter 35.5	SOLD
1979 Santana 35	29,000
1977 Peterson 33	32,875
1996 Hunter 29.5	SOLD
1978 O'Day 28	SOLD
1978 Nor'Sea 27	34,900

POWERBOAT BROKERAGE

1998 Silverton 312	Coming soon
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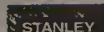
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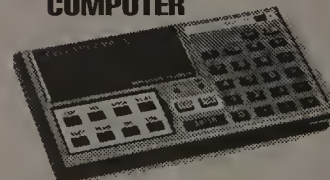
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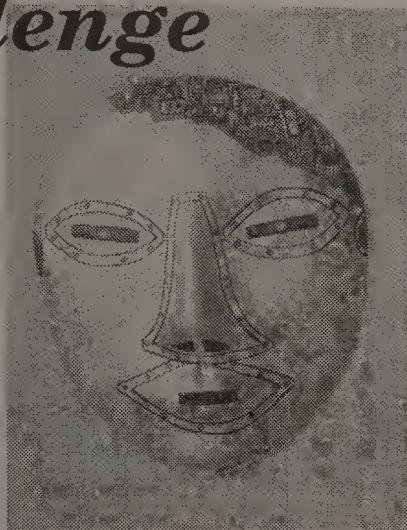
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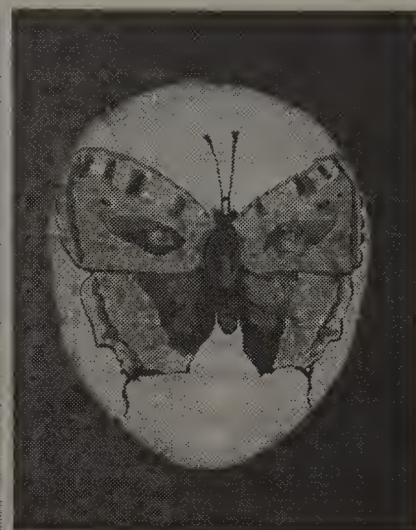
The Hospice Regatta returns to the Bay Area for the second annual race weekend benefiting the VNA & Hospice of Northern California. In the Bay Area, VNA & Hospice serve more than 17,000 patients and their families at the most critical time in a human being's life.

Come and enjoy:

- **Memorial Day weekend, May 27 & 28, 2000**
- Cityfront racing at the **ST. FRANCIS YACHT CLUB**, San Francisco
- The 1999 regatta featured 65 boats in seven one design classes.
- The Year 2000 event invites **all** racing classes to participate.
- Counts for season championship in several classes.
- **Benefitting the VNA & Hospice of Northern California**
- *This is a regatta you don't want to miss!*



Original mask painted by International Navigator Mark Rudiger



Original mask painted by Artist Jim DeWitt

These masks and others including Paul Cayard and Peter and Olaf Harken will be auctioned off to benefit the VNA & Hospice Foundation. Silent bids will be accepted until the Hospice Regatta on Memorial Day Weekend. The masks can viewed at www.sfboating.com/hospice.

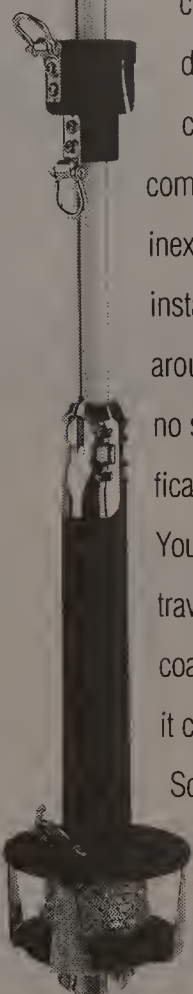
Hospice Regatta 2000



For donations, including cash, corporate matching gifts, stocks, etc. please call (510) 450-8557 or email hospiceregatta@sutterhealth.org

For race information contact the St. Francis Yacht Club race office at (415) 563-6363 or visit www.sfboating.com/hospice

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LETTERS

⇕ COAST PILOT

In an April letter, Mike Rosauer of Sausalito asked where to find information on cruising and safe anchorages between Cape Mendocino and San Francisco. *Coast Pilot* 7 will give him all necessary information for the region and each and every anchorage — starting with Shelter Cove just below the cape and progressing in a southerly direction to USAL Beach, Ft. Bragg (port), Little River, Cuffy's Cove, Arena Cove, Fish Rocks, Fisk Mill Cove, Fort Ross Cove, Bodega Bay (port), Drake's Bay and more. All of these anchorages are safe in a northwest blow. They are not safe in southerly blows, but southerlies are uncommon in the summer.

Strong wind from the northwest, large swells and fog are quite common along this stretch of coast, but should make you a better sailor. To safely transit the Northern California anchorages from San Francisco to Shelter Cove, one has to learn weather, run from anchorage to anchorage by waiting — usually daily — for calmer intervals such as early morning, and watch for tide changes. Remember that lumber schooners used to load timber from all of these anchorages and more in the 1800s and early 1900s.

As a commercial fisherman for approximately 30 years, I and thousands of fellow fishermen have utilized all of these anchorages for years as we run up and down the coast. I hate to date myself, but this was even in the days before affordable radar or Loran.

You mentioned Tomales Bay as a possible cruising site. Be aware it has a very treacherous bar crossing when there is a big northwest swell and a strong ebb, so there's potential for a disaster, and many vessels have met their end there. But I have also fished passenger vessels at the entrance buoy in flat and calm conditions when we could see the bottom just six feet down.

If anyone is interested in creating a North Coast guide for cruising or fishing, or for any more northern coastal transit information, my return mail address is: P.O. Box 845, Bodega Bay, CA, 94923.

Lindy Sterck
Bodega Bay

Lindy — Thanks for all the good information — and pointing out our negligence in not mentioning *Coast Pilot* #7, which actually covers from Seattle to San Diego as well as the Hawaiian Islands. The government publishes *Coast Pilots* for nine different regions to provide "supplemental information that is difficult to portray on nautical charts." Topics include channel descriptions, anchorages, bridge and cable clearance, currents, tide and water levels, prominent features, weather conditions, dangers, routes, traffic separation schemes, small craft facilities and the like. While *Coast Pilots* aren't written with cruising sailors in mind and don't have color pictures and ads for marine services, they have so much essential information that no boat should sail offshore without the applicable one.


When the weather conditions are wrong, there are a number of very dangerous places along the North Coast. Tomales Bay certainly can be one of the worst.

⇕ BAY OF DREAMS

There are big plans afoot for Bahia de los Muertos, a favorite cruisers' anchorage between Cabo and La Paz, which is being transformed into the Bay of Dreams development. As rumors are flying on the local ham nets regarding the changes, we thought we'd let you know what we found out during a recent visit.

If you visit Los Muertos by land anytime soon, the first thing you'll notice is a number of newly graded roads: around the points, across the cardonal, down around the smaller bays, and

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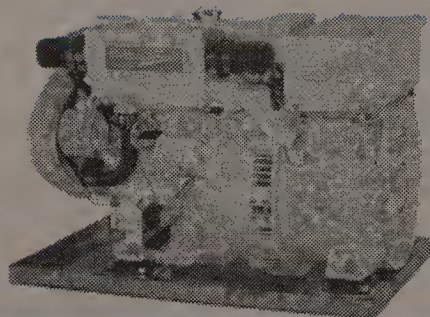
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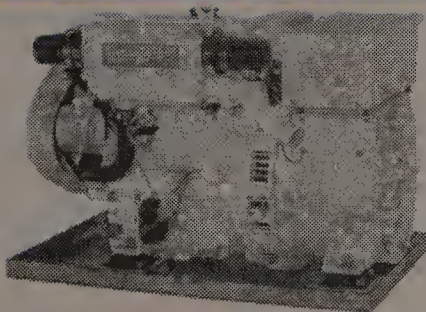
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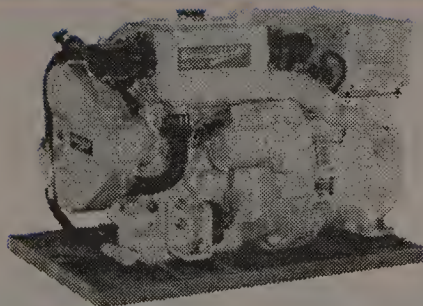
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LETTERS

up to the top of the west hill. Power line towers march from the paved road all the way to just before the beach. Large signs identify the development as Bahia De Los Sueños; for information contact gary@gigglingmarlin.com. That's right, the same Gary of Giggling Marlin in Cabo who did so much to make that town what it is today.

After walking among the awesome cacti for what will probably be the last time at that spectacular place, we were shocked and appalled. So when we climbed into our dinghy, we planned to go to our boat and write a letter of complaint to the email address. But right then we saw a well-groomed gringo in a colorful floral shirt drive down the beach in a four-wheel ATV. In a flash of intuition, Patrick shouted, "Gary!" The fellow turned around, and was very happy to answer almost all of our questions. In a nutshell, here's what we learned.

Gary and a number of investors have purchased the entire area, 2.5 miles long on the beach going a mile or two inland. They bought it from the family that had owned it since the 1800s. Gary personally plans to retire there, and wants to surround himself with an intentional community of things he enjoys. So he is planning a golf course where the low-lying stand of giant cardones now lives. He says a "few" cacti will have to go, but he'll plant bougainvillea so it "won't be a big deal." He is planning a marina, but says anchoring will still be allowed. While there won't be any big hotel, there will be several B&Bs.

He says they'll be selling quarter acre lots with an ocean view starting from \$100,000, and one half acre lots with beachfront starting at \$250,000. In addition, there will be annual homeowner's association fees. He considers this low density, and says there will be "strict" building restrictions. For instance, a home may not be over two stories. He plans to have at least one full service spa, so "while the guys are out fishing or golfing, the gals can get their nails manicured." By law, the public will still be allowed to visit the beach below the marked high tide posts.

Things are happening fast. While we were there, several investors spent the night and were given a tour of the estate. A number of lots have already been sold. A hired crew is working on the grounds daily, cleaning up plastic trash on the beach and posting signs. He did not mention what they plan to do for water.

It's been 14 years since we last wrote Latitude. Back then we were in the midst of a five-year cruise through Central America, the Canal, and up the ICW to Cape Cod aboard Coral, our 30-foot Frers wooden sloop. It feels great to be back at it again, this time aboard our Freya 39 *Laughter*, shaking down in the Sea of Cortez before we head to the South Pacific.

Surely we'll see many more changes and we're bracing ourselves, but the cruising community is still a wonderful group of folks, and magical moments in nature happen with delightful frequency. By the way, Lindi is a naturalist and Patrick a surfing addict, so between the surf and turf we will be reporting in from time to time.

If you can receive this digital photo, you'll see something in addition to floating containers to ponder upon while flying downwind on a dark night. This navigational hazard is a dead, bloated humpback whale that was seen floating 17 miles offshore on our way down the coast to Cabo on March 11. Luckily we spotted him in daylight, and could see him over a mile away. Looked like an uncharted atoll, but didn't smell like one!

Lindi and Patrick
Laughter, Freya 39

Morro Bay / Isla San Francisco, Sea of Cortez

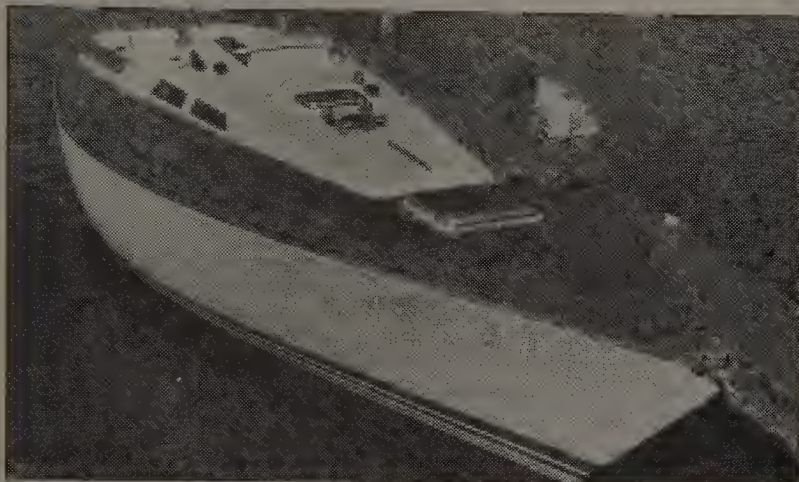
Lindi & Patrick — Frankly, we're amazed that much more hasn't changed in the Sea of Cortez since 1981 — which is when



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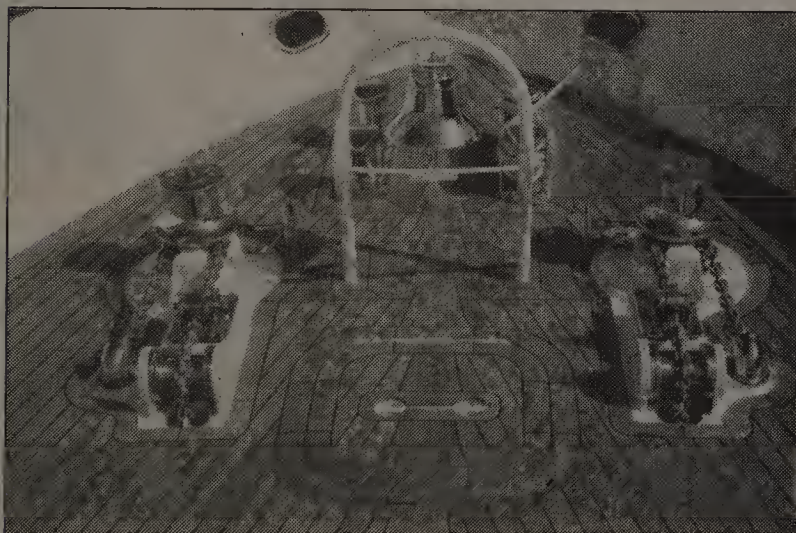
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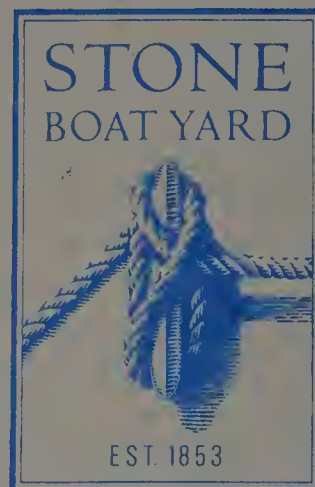


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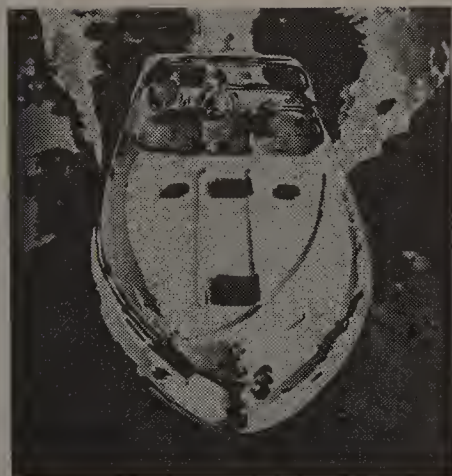
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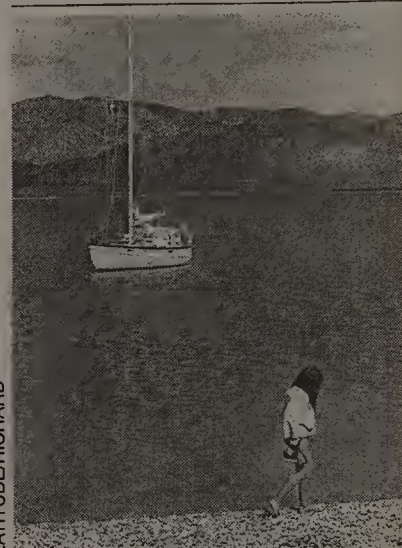
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LETTERS

we first took our Freya 39 down there. When it comes to development in the Sea and elsewhere on the coast of Mexico, we have mixed feelings. One part of us regrets any change from the natural state. On the other hand, it would be unrealistic — and arrogant — for we comparatively wealthy Americans to expect there not to be at least some development. After all, the Baja economy needs to grow so the residents can have a decent standard of living. As such, our primary hope is that all development be as tasteful and as much in tune with nature as possible. The other good thing is that it's not as though Muertos is the last pristine anchorage in the Sea of Cortez.



LATITUDE/RICHARD

Good times in Baja on a Freya 39.
We nearly ran into a dead whale while crossing the Sea of Cortez two winters ago. He was hard to see, but — phew! — he was easy to smell.

IT'S HAIKU, NOT POETRY

In the midst of a job that required way too much sanding, we replaced the sandpaper discs as they became worn out, and dropped them to the ground. Soon they surrounded our feet. This led to a sort-of haiku:

*The sander screams
paper clogs
fallen leaves*

Dana M.
San Diego

Dana — A reminder to everyone, Latitude publishes limericks and sort-of haiku, but never poetry.

I DID OWN A LEAR JET ONCE

After his strong reply in the last issue to my comments about yacht brokers, I called Matt Norwood at his office at Aruba Islands Yachts in San Diego. I found him to be quite intelligent and well-spoken. After we talked, I realized that all of my bad experiences with yacht brokers — except for one — were from brokers outside of California, either in Europe or the East Coast. He was nice enough to inform me that California and Florida are the only two states that require yacht brokers to be licensed. He also explained that there is an association of yacht brokers in California, with approximately 70% membership. He said my chances of dealing with an excellent broker would increase if I did three things:

- 1) Told the broker exactly what my needs are and intended use of the boat would be.
- 2) Deal with a California broker who is a member of the association.
- 3) Gave the broker plenty of lead time to really search out a boat to purchase.

I was wrong to have cast the same net over all, and Mr. Norwood gave me an entirely changed view of the profession and the individuals involved. He still does not like me, however, and seems to hold it against me that I need to work 18-hour days as a rice and wheat broker, and still must travel every two weeks to Europe for business. In response to his claims about me: I never have liked caviar; there is no problem finding fuel for a Lear jet at any airport; and, yes, I did own a Lear jet once.

SWAN 44 MkII

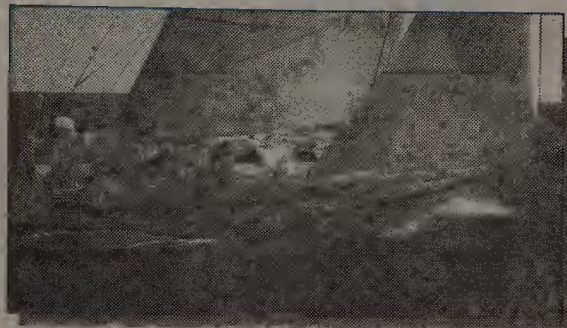


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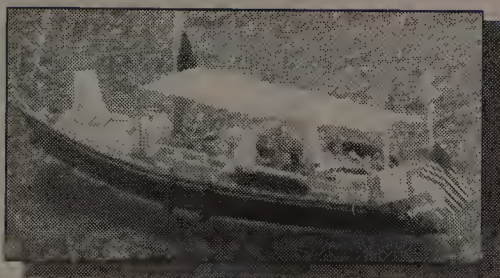
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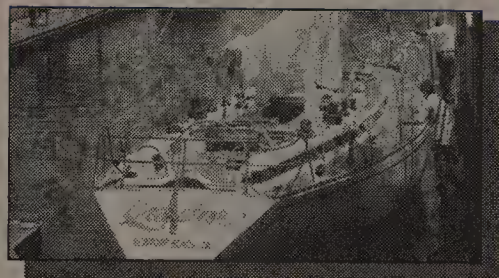
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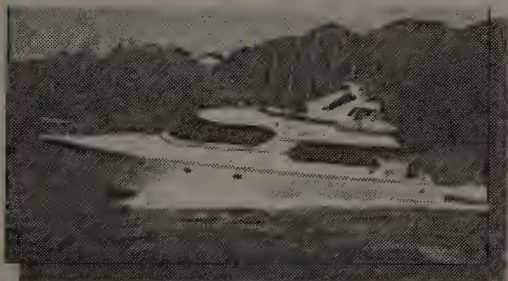
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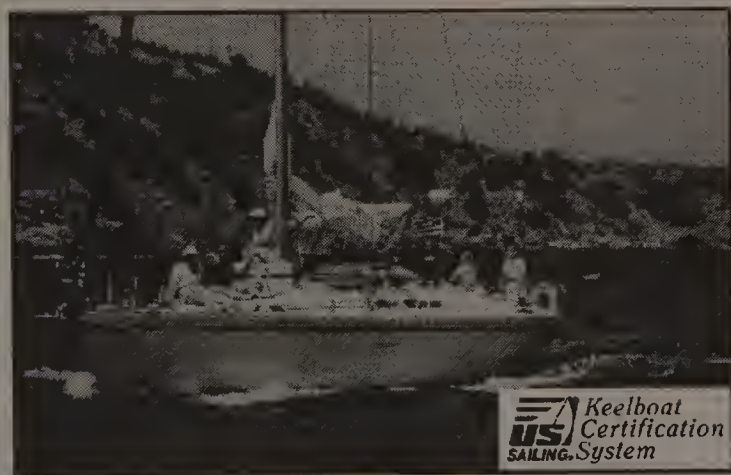
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LETTERS

Unfortunately, the jet cost almost \$1 million a year to operate and I spent 15% of my time flying on airlines while my jet was being repaired. So I decided to get rid of it in '96.

In conclusion, my last letter about brokers to *Latitude* was too strong, so I will take the advice of Mr. Norwood and continue my quest to buy a sailboat.

Colin Bates
Napa

Colin — We think you were given pretty good advice — although it's also important for buyers to shop for a broker who suits their personality.

There's something about owning a private jet that seems to raise the hackles of the hoi poloi, isn't there? Say, that reminds us of a true but funny story from a couple of years ago. It seems that the head coach for the girl's basketball team at a private school in Marin had his own jet — which, in fact, may be a requirement for coaches in Marin. Anyway, when playoff time came, the team's first game was to be at Alturas or some other place in the desolate reaches of northeast California. So naturally the coach decided to fly his girls to the game.

As you can imagine, the locals — many of whom couldn't afford an old pick-up — were temporarily awestruck by the team's mode of transportation. But they recovered quickly. With the clock winding down and the home team holding a comfortable lead over the girls from Marin, the local crowd foresook the tired old 'We Are the Champions' routine in favor of a clever taunt: "Warm up the jet! Warm up the jet! Warm up the jet!"

↑↓ BAHHA HA-HA VII

We are interested in this year's Baja Ha-Ha cruise to Mexico. Please email us with any information you may have on this event.

Liz and Dick Gusse
Cyberspace

Liz & Dick — While *Latitude* started the Ha-Ha and the Wanderer continues to serve as the Grand Poobah, the event has long since been owned and operated by Baja Ha-Ha, Inc, an independent company with virtually no assets. They not only don't have email, they don't even have a phone. But they did forward us all the information about this year's event, and we've published it in this month's Sightings.

↑↓ HA-HA 2000 KIDS

We're looking forward to the Baja Ha-Ha 2000. Seven years ago we made it our goal to go cruising this year, so relatively speaking, it's just around the corner!

Since we'll be cruising with our daughters, Haley, 8, and Daphne, 5, we're looking forward to meeting others who will be doing the Ha-Ha with young kids. In fact, it

would be great to know in advance about other family entries and what their plans are for afterwards. So if anyone wants to get in touch with us or have their kids get in touch with our kids, our address is: The Cottrells, Box 80071, San Diego, CA,



LATITUDE/ANDY

Over the years, dozens of kids have Ha-Ha'ed.

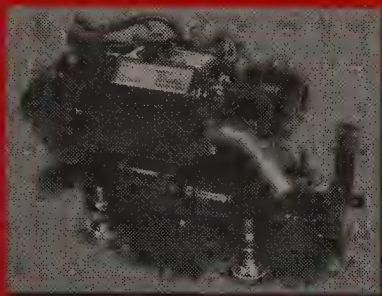
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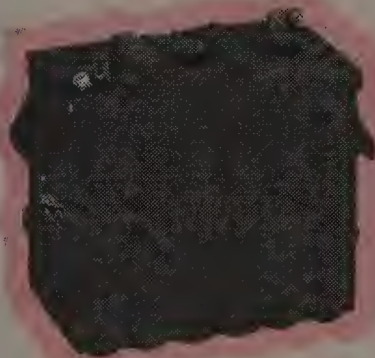
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LETTERS

92138-0071. We can't wait to turn left at Pt. Loma!

Shari Cottrell
See Life
San Diego

Shari — Great idea!

WOMEN ON THE HA-HA

Every year I read about the Ha-Ha and wish I could have gone. I couldn't make the Crew Party this year, but was wondering what the chances are that skippers still might need crew once they get to San Diego? Would the fact that I'm a female be a disadvantage?

I race in all the PHRF events in San Diego, but have never done anything longer than the Newport to Ensenada Race. I'm also not sure that this is a reasonable idea, since I wouldn't have much chance to evaluate the skipper's skill and the condition of the boat.

If there are women out there who have hooked up with Ha-Ha boats just before the event and would be willing to pass on their opinions, I'd love to hear from them. I can be reached at lromero@ptsc.com.

Linda R.
San Diego

Linda — We don't know if it's feasible for you or not, but one of the best opportunities to meet with skippers is during our Mexico Crew List and Ha-Ha Kick-Off and Reunion Party, October 3 at the Encinal YC — which unfortunately for you is in Alameda. If you can get a cheap roundtrip ticket, it still might make sense for you to fly up for the night. You could also take out a Classy Classified or two expressing your interest in crewing in the event.

It's also quite possible that you could hook up with a boat at the Costume and Kick-Off Party on October 29th at Cabrillo Isle Marina in San Diego — something other women have done in the past. But you've identified the downside: very little time to evaluate the skipper and boat. There is a chance, however, that you might meet such a qualified skipper, crew and boat you'd be willing to go with them based on instinct and reputation. But it's strictly your decision.

When looking for crew positions, it's both an advantage and a disadvantage to be a woman. You're sure to get extra attention — but will it be the kind you're looking for? Of course, there are still a few Neanderthals who are convinced that women don't belong on boats. Not us. So far we've taken more than 20 women on the Ha-Has, and were delighted with all but one — and even she wasn't that bad.

If you're a woman who has tried to get a crew position on the Ha-Ha, both Latitude and Linda would love to hear from you, no matter if you've gotten a ride or not, and no matter if you had a good time or not.

WE BOTH WANT TO BUILD A NESTING DINGHY

My boating partner and I were reading about the Dave Greer designed nesting dinghy in the February or maybe March Sightings. He wants to build one. So do I. Can you tell us where we can get plans for the boat?

Cathy Coulter
Everett, Washington

Cathy — Check out the Boat Plans Online website for details and ordering info at: www.bateau.com/plans/small/FB11.php3.

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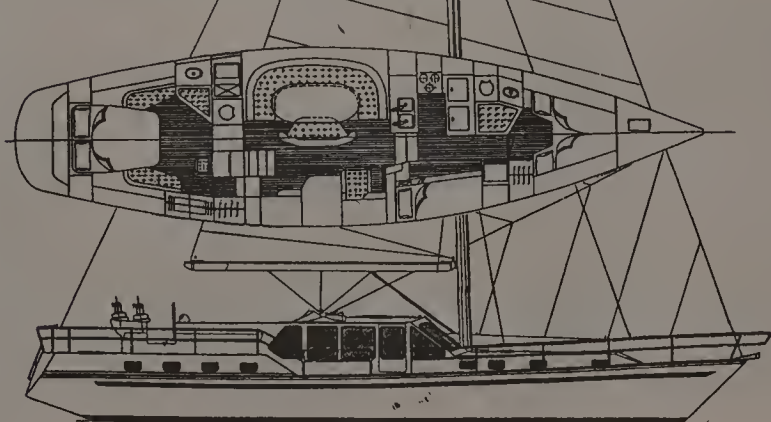
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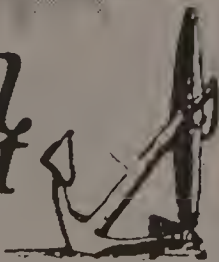


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LETTERS

after completing a circumnavigation. Recently, while conducting a routine check of our SSB transceiver, I discovered that radio stations Kilo Mike India (KMI), Whiskey Oscar Oscar (WOO) and Whiskey Oscar Mike (WOM) have gone off the air.

The loss of these stations raises several questions. First, we're wondering if it's still possible for offshore cruisers to make marine operator assisted calls to the United States via SSB radio. Are there any alternatives to KMI, WOO, and WOM? If not, are there any plans to revive these stations, perhaps with a different carrier?

We're aware that email services such as SailMail are attempting to fill the gap in ship-to-shore communication via SSB. Do these email services provide any distress calling capability, and if so, how does it work? We really appreciated KMI, WOO, and WOM for their ability to field distress calls and provide links to SAR organizations. When we sighted a flare off the coast of Ecuador, for example, we contacted WOM in Florida, and they in turn linked us to the Coast Guard in Miami. Had there turned out to be an actual emergency, WOM could have helped save lives. Do current SSB email services provide a similar link to rescue authorities?

Finally, we're wondering what factors prompted AT&T to pull out of the HF marine operator business in the U.S. With the recent failure of the Iridium satellite network, it appears likely that HF radio is going to remain an important communications tool for some time to come — especially aboard small cruising boats constrained by limited budgets.

Mike and Susan McKim
Susan Bright
Seattle

Mike & Susan — The only station we know that's left is WLO in Georgia, which has a range of between 2,000 and 5,000 miles. AT&T wanted out of the business because they were taking a financial bath. The problem is that many commercial mariners and well-to-do private mariners had switched to more reliable high-end communication alternatives such as SatComs and the different Inmarsat options, while thrifty cruisers were switching to low-cost email communications via SSB and/or Ham radio. While Inmarsat and SSB radio gives you immediate access to the Coast Guard, SSB and Ham radio based email do not.

It's interesting that you called WOM in Miami to report seeing a flare off the coast of Ecuador. While crossing the Atlantic, some of our crew thought they saw a flare 900 miles east of Puerto Rico, so we mentioned it to WOM. They passed the message along to the Coast Guard — which sent out a search plane the next day! If we were faced with a similar situation today, we'd just call the Coast Guard direct over the SSB.

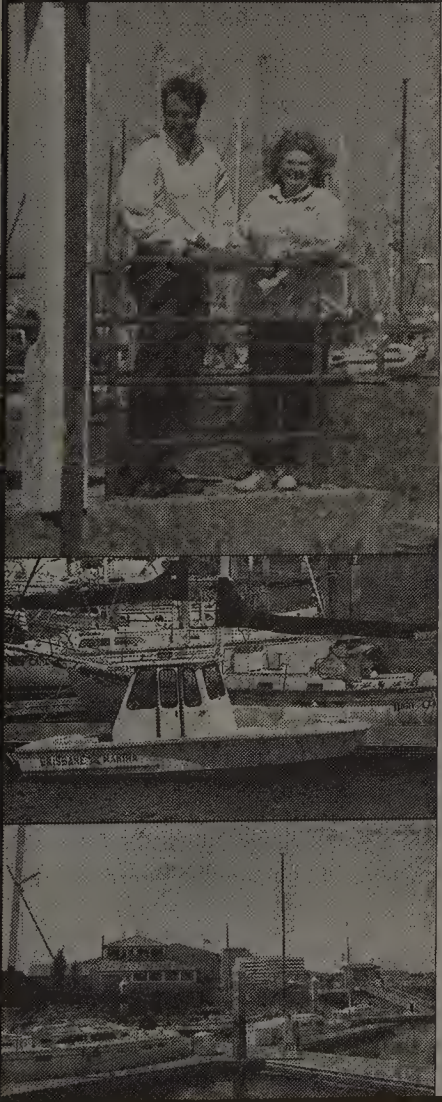
↑↓CAT CHARACTERISTICS

It occurs to me that *Latitude* readers might be interested in the cruising characteristics of a catamaran. I think I can qualify as a person who can objectively expound on this subject, as my wife Joan and I own *Capricorn Cat*, a self-built 45-foot all around performance cruiser.

We carry a 700+ square foot Spectra full-battened main, and a 400+ square foot Cruising Laminate 120% genoa. We also carry three spinnakers, setting them as wind speed and direction dictate. Our big chute is a 1,600 square foot 3/4 oz light air symmetrical chute. The other two are 1.5 oz asymmetricals. We use the small one, about 1,100 sq ft, downwind in heavy air. We carry it in as much as 22 knots apparent. Because our cat is 25 feet wide, we don't need a spinnaker pole. We just tack the windward corner to the nose of the windward hull and lead the sheet off the clew, admships on the leeward hull.

We put 11,000 miles on *Capricorn Cat* since this time last

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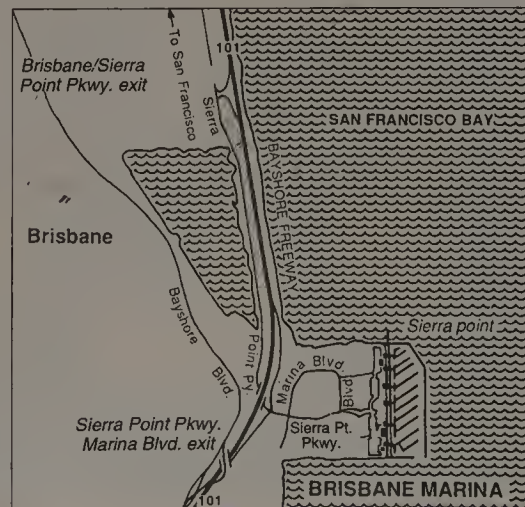
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LETTERS

year. We spent last winter along the Gold Coast of Mexico, competed in the Banderas Bay Regatta in Puerto Vallarta in late March, and then cruised to the Marquesas by way of the San Benedicto and Clarion Islands — which are to the south of Cabo. We then continued on to the Tuomotus and Society Islands until late August.

It took us 16 sailing days to cover the approximately 2,800 miles from Puerto Vallarta to the Marquesas. We attacked the passage by carrying the main and genoa until the wind clocked around, then we set one of the three spinnakers without a main. The *Cat* carries a spinnaker on a much wider range of wind angles when the main is down, and we can jibe it by crisscrossing lazy sheets and letting the tack and sheet fly and retacking the opposite side. We broke the spinnaker halyard just south of the Equator, so we went wing on wing, with a genoa on one side and a triple-reefed main on the other. If we hadn't triple-reefed the main, we couldn't have eased the boom out far enough to sail downwind.

We had 20 to 25 knot winds most of the time, so we used the roller furling as a 'throttle' to keep the boat from going too fast. That may sound crazy to monohullers, but believe me, it's no fun to average 10 to 12 knots on a bluewater crossing. In order to do that, we need about 25 knots of wind, and that usually means 10 to 15 foot seas and three to four foot windwaves in between. We found that when we kept the speed down to about nine knots, it was quite comfortable. We talked to a lot of monohulls cruisers along the way and heard them describe sailing 20 to 30 degrees off course because the roll in the following seas was so bad. We were able to comfortably sail rhumb line all the way.

We made the return trip through Hawaii to San Francisco Bay in 30 days. We had to endure 3.5 days of steady 35-knot winds forward of the beam. We sailed under triple-reefed main alone to keep the speed down to a liveable pace. One day we even dragged a Gale Rider drogue while sailing to weather to slow down! Those 3.5 days were the only ones of the trip where Joannie was unable to cook a normal meal. Fortunately, we spent our night watches inside the cabin — from which we have a 360-degree view — watching the radar. This means we don't have to sit out in the cold.

Having had quite a bit of ocean experience with our cat, I'd like to comment on some of the outlandish statements I read from catamaran owners and dealers. Such as, "I expect to cruise 20 knots in 30 knots of breeze." Or, "That's the price you pay when you cruise at 15 knots." Folks, those statements are from b.s. slingers who really don't know what 'cruising' is.

Sure, it's fun to sail at 15 knots on the flat waters of the Bay when it's blowing 25 knots and you can be on your perfect point of sail. But you just don't find those kind of smooth conditions when you're on a passage, so catamaran sailors who claim they can 'cruise' at 15 knots are being misleading. Many of our fellow cruisers in Mexico who did day snorkeling trips with us out of Z-town can verify that *Capricorn Cat* has sailed at 12 knots with 25 people aboard. But it sure presented a lot of stress on the rig, and I sure know better than to brag that I could do it hour after hour while cruising.

It's mid-April now and we're returning to the Bay Area from Mexico via the Clipper Ship route. We will return to Mexico again in the fall, and then it will be Tonga time in the South Pacific next summer right after the Banderas Bay Regatta — the most fun regatta on the planet.

Blair and Joan Grinols
Napa

Readers — The above letter is the result of a hot-tub conversation the Wanderer and Blair had in Paradise Village after rac-

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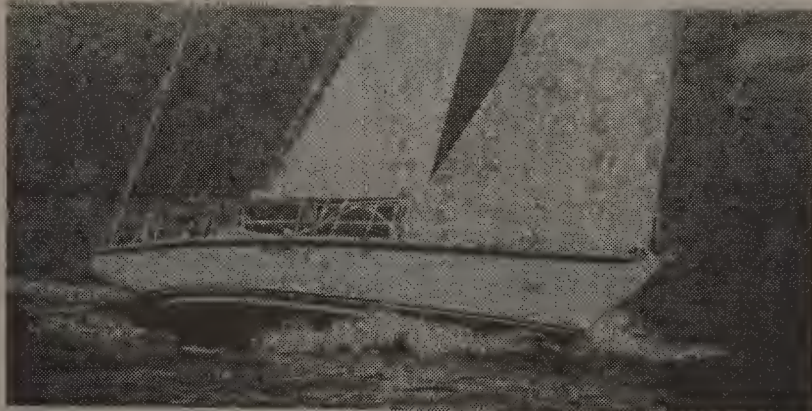
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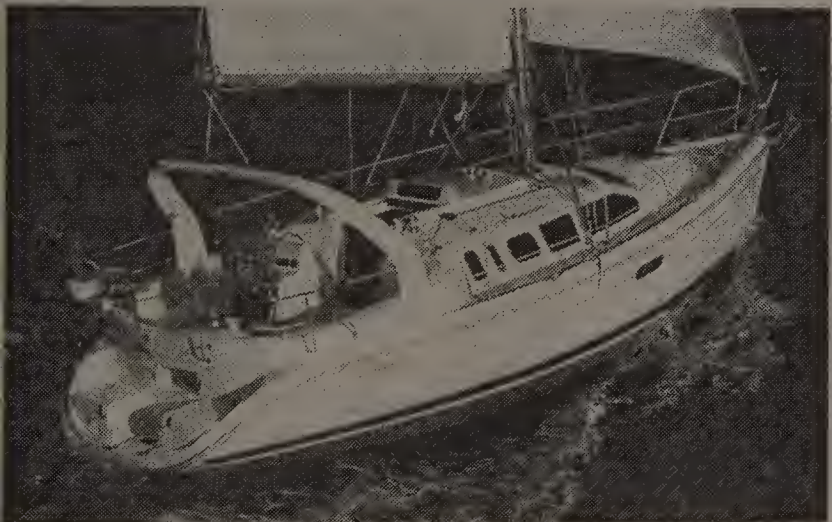
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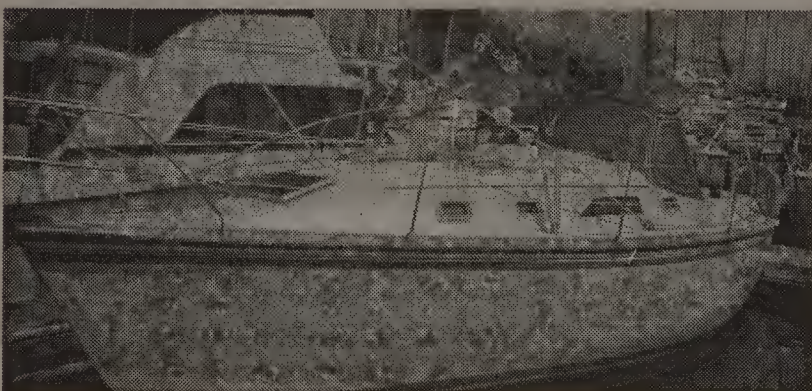
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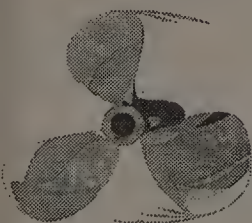
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ing their catamarans for the second time at the Banderas Bay Regatta. The Wanderer told Blair that he'd written a Sightings piece — it appears in this issue — about how disgusted he gets when he reads some of the more outrageous claims about multihull cruising speeds. "I know exactly what you mean," Blair immediately responded, "it makes me so hopping mad that I'm going to write you a letter on that subject." This was that letter.

It's noteworthy that Blair speaks as the owner of a performance cruising cat that despite being loaded down with all the typical cruising gear, is quite a bit faster and more weatherly than the typical French production cat designed for the charter market. In fact, Capricorn Cat hauls — as anyone who participates in the June 10-11 Catnip Cup to Vallejo and back will be able to see.



Blair and Joan have sailed 11,000 miles during the past year aboard Capricorn Cat.

↑↓ UNNECESSARY PLUMBING

The thru-hull fitting with internal threads described in Glenn Smith's April letter on bilge pumping has been around a long time. I installed one over 25 years ago to circulate fresh water through my refrigeration system while in the slip. They are also available as bulkhead fittings, but some are not as well faired or streamlined as the normal skin-fitting. But it would be very easy to ream out and tap threads in a blank one, if necessary.

However, there is a better reason than the one cited for these fittings to be unnecessary for bilge pump plumbing. With the development of the 'socks' full of oil absorbent material now available everywhere, there is no reason to have any oil in your bilge water, regardless of any stray leaks. The absorbent material is also much cheaper and easier to safely dispose of than is oily water.

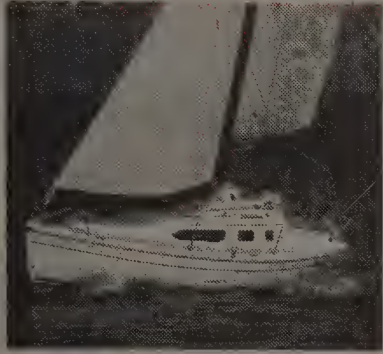
I feel a much bigger threat to the environment — and to our pocketbooks in the form of steep fines — are the air vents on boat fuel tanks. My vents come out through the topsides. Before I need to completely fill my tanks again — as for a long trip — I plan to either modify the existing skin-fittings or replace them with threaded ones to accept a small tube to a container — as Smith described. Most of the time the containers will only receive air, but catching an occasional burp will be worth the effort. The few times I left an oil sheen were years before the laws came into existence, but the sheens always embarrassed me. I avoid the problem now by only partly filling the tanks.

**Ernie Copp
Orient Star
Long Beach**

Ernie — The fuel tank air vent problem is one that needs to be addressed, as fueling up has become an activity laced with anxiety. We find ourselves filling our tanks no more than half full and pumping at a ridiculously slow rate just to make sure a tiny burp won't cause a single drop of fuel to land on the water and create a sheen. There's got to be a better way — and you seem to be onto it.

Hunter Marine's

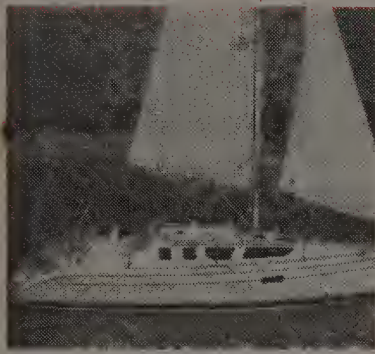
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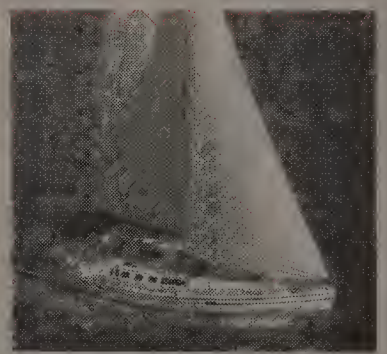
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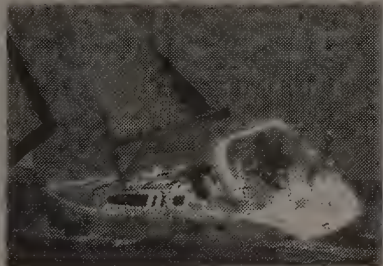
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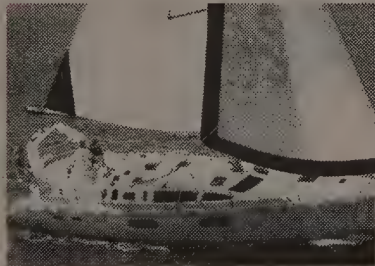
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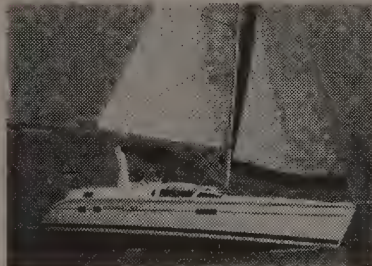
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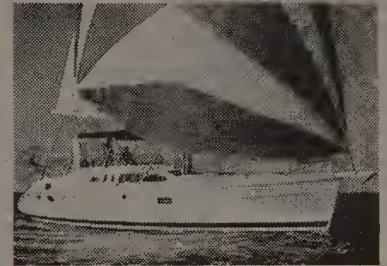
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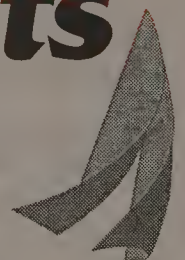
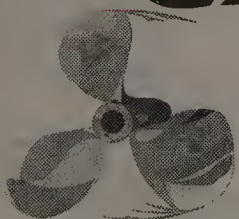
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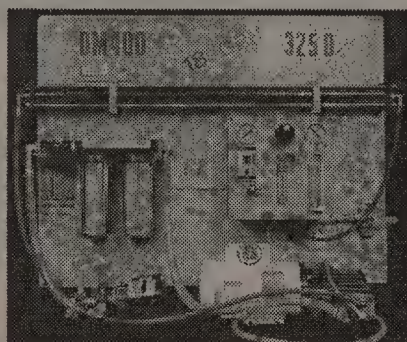


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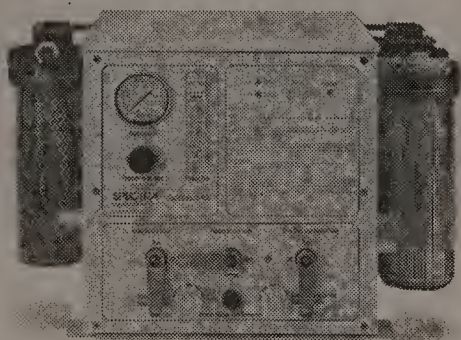
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LETTERS

↑↓BACK FROM MEXICO

Thanks again for the wonderful time that we had on the Ha-Ha last year! It was so much fun that my skipper, Peter Nasca, wants to do it again next year with his Cabo Rico 45 *Utopia*. His boat is currently in Puerto Vallarta while he is back at work like the rest of us. He needs to bring the boat back to San Diego to get it refitted, as he's going to continue on cruising after the 2000 Ha-Ha. But he wants your opinion on just how long it would take to bash back up the coast to San Diego. He's been told eight weeks — which is about twice as long as I would expect. What do you think?

I recall that someone has written a book about returning boats to California. Do you know the title, author and publisher?

David A. Cahak
Power Integrations, Inc.
Sunnyvale

David — The book you're trying to remember is the *Baja Bash* by Jim Elfers. You can get it at most marine stores — or from Elfers in person at Coast Chandlery in Cabo.

For some guesstimates on how long it would take to bring a boat back from Cabo, check out the next Letter and this month's Cruise Notes.

↑↓PACIFIC AND MEXICO

My crew and I are serious about doing the upcoming TransPac, and the subsequent Baja Ha-Ha in October. We have cruised our Catalina 30 *Diamondback* around Monterey Bay, San Francisco Bay, and points south, but we haven't logged extensive miles without returning to the arguably comforting security of dry land. Nor have we weathered storms of the type that books are written about.

As far as the Ha-Ha is concerned, I've read that it's one of the fairest weather rallies one can enter. We are neither hesitant nor ill-equipped to face challenges, but we'd like to know what we might expect. We're also concerned about the return trip to Santa Cruz, as we have a limited amount of time to get the boat home. With a good crew of four — and assuming a few stops and typical winds of late November and early December — how long would it be before we were surfing the point back home?

P.S. Keep up the good work, as I know it's tough to please everyone.

Danny Robinson
Diamondback, Catalina 30
Santa Cruz

Danny — The Los Angeles to Honolulu TransPac is only held on odd-numbered years, so there isn't one this summer. The West Marine Pacific Cup from San Francisco to Kaneohe Bay, Oahu, is held on even numbered years, but it was sold out many months ago and has a very long waiting list. Unless you want to do the Singlehanded TransPac in late June, you're out of luck for organized events to the Islands this year.

It's true that the weather conditions along the Baja coast during the Ha-Ha are often benign. Nonetheless, everyone participating in the Ha-Ha must be fully prepared for challenges not limited to out-of-season hurricanes; 50-knot Pineapple Express winds with 25-foot seas; falling overboard; being intentionally run down by a fishing boat; being unintentionally rundown by a ship; having the boat catch fire; being hit in the head by a falling mast; having the keel and rudder ripped off by a whale or semi-submerged container; dying of alcohol poisoning after a session at Squid Roe . . . you get the picture. As such, people who want to avoid the risk of injury and death should avoid the Ha-Ha —

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For the umpteenth thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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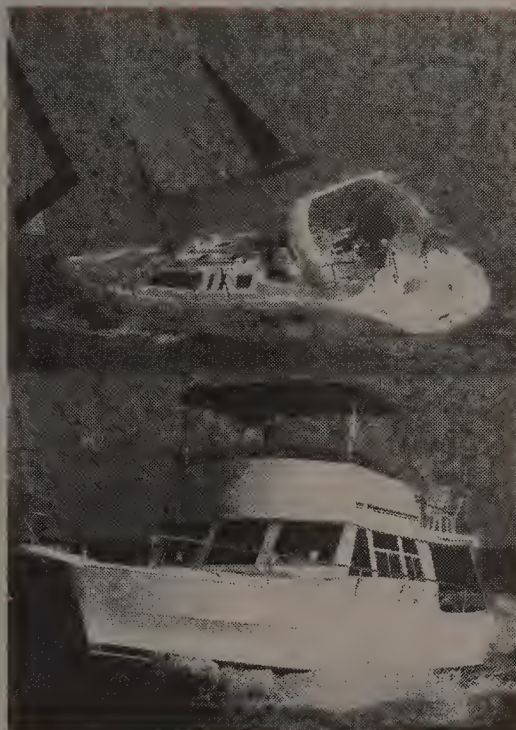
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Weather

No, we can't actually control the weather, but at least we've located our clubs where the weather is better. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Visit us and decide for yourself.

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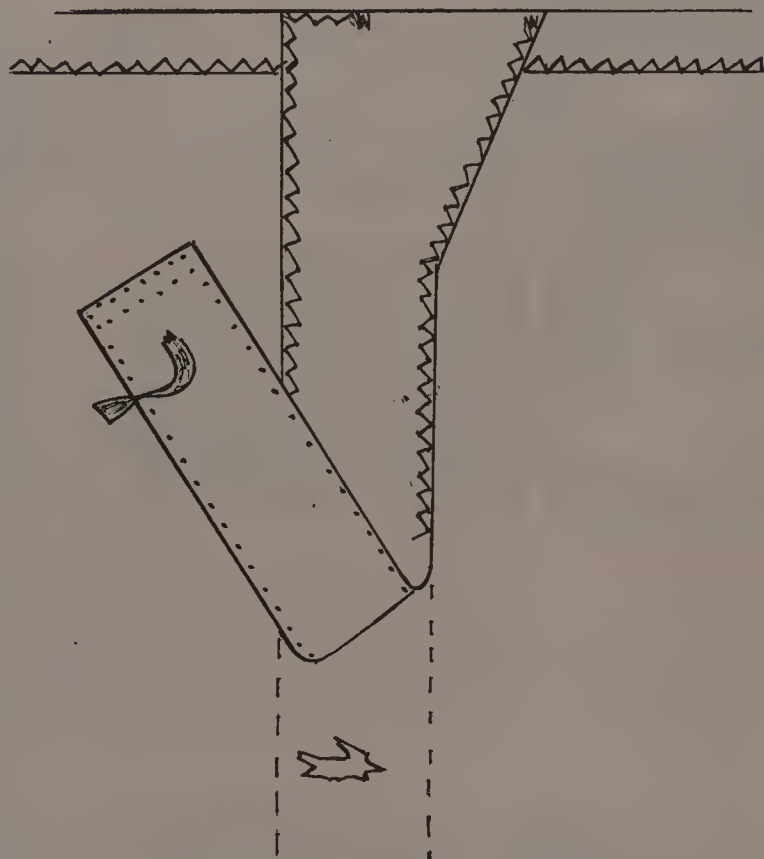
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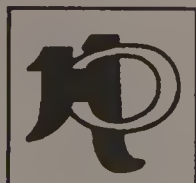
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LETTERS

and, in fact, all offshore sailing events.

How long would it take to get a Catalina 30 back to Santa Cruz after a Ha-Ha? The weather is, of course, the major factor — although a seized engine would slow you down, too. The winter weather off the Pacific Coast of Baja is similar to the winter weather along the coast of California; lots of calms and light winds periodically interrupted by occasionally nasty storms. Late November and early December are actually about the best time to bring a boat north. If you don't spend all your time ducking into anchorages and have typical weather, you should be back to San Diego in eight to 12 days and Santa Cruz in 12 to 16 days. It is possible to make it faster. Dave Reed once delivered a Westsail 32 from Cabo to San Diego in just six days, motoring all the way. And some Ha-Ha vets motored their Irwin 38 from Mazatlan to San Francisco in 13 days — in March, no less. On the other hand, if you hit the weather just wrong and tend to idle in anchorages until the weather is just perfect, it could take three weeks or even a month to get back to San Diego.

If you and your friends are Internet people with more money than time, you might consider taking your boat up to San Carlos in the Sea of Cortez after the Ha-Ha and having her trucked home. This might also give you the chance to do a little cruising in the enchanting islands just to the north of La Paz. See the February issue for an account of having an Express 37 trucked from San Carlos to San Francisco Bay.

TEAM CALIFORNIA

We were fortunate enough to be in New Zealand to watch the America's Cup racing. It's a beautiful country with friendly people — and a superb America's Cup boat and team. The Italians were great, too, as they were gentlemen and good sports — but they were outclassed. They were consistently outmaneuvered at the starts and their sail-handling — especially when it came to the spinnakers — left something to be desired.

Could any of the other challengers have done any better? After the Kiwis won 5-0, Dennis Conner stated publicly that none of the others could have beaten *Black Magic*. As an interested amateur who has followed the Cup races since the 1930s, I must agree.

Studying comparative scores can be very misleading, but it has some value. Remember that all six boats in the Louis Vuitton semifinals beat each other at least once or at least sailed a very close race. *Prada* didn't even win the Challenger Finals hands down, as they were given two races by *AmericaOne*.

On many occasions I was asked by knowledgeable New Zealanders why the United States split its resources among five challengers. "Overwhelming egos," was my sad reply.

I suggest we form *Team California* spearheaded by the St. Francis and San Francisco yacht clubs, and supported by all other yacht clubs from San Diego north. *Team California* would have just one purpose — to bring the cup back to the United States. Surely California, which has 10 times the population and resources of New Zealand — could support the effort.

For the rest of the year 2000, the *Team California* syndicate should organize itself and line up its corporate and individual sponsors. In 2001, match races would be held all over the country in many kinds of boats — but especially America's Cup racing boats. These races would enable us to find the best sailors to form the best possible crew.

The best crew in the world can do nothing against New Zealand without having the fastest boat in the world. As soon as possible *Team California* should start considering who will design such a boat. It may be one of the established designers or perhaps some dark horse. The designer should be chosen early in 2001 so the two boats can be designed, built, tuned and delivered to the Hauraki Gulf in the winter of 2002. This

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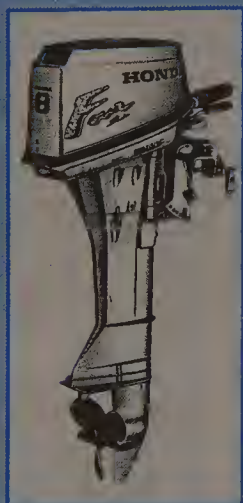
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LETTERS

will give our team a year to practice there.

Long-standing local loyalties, established traditions, and massive egos will have to be ruthlessly put aside if such an effort is to be mounted. But if we want the Cup back here, there is no other choice.

Barry Schuyler
Santa Barbara

Barry — We think just about everyone would concede that the Kiwis were far superior in crew work, and perhaps had a little faster boat. But the race we really wanted to see was the Kiwis versus the Italians — but with each team using the other's boat! We still would have bet heavily on the Kiwis.

It's too bad that the whole thing didn't end with the exciting Challenger Finals between AmericaOne and Prada, as the dreary drubbing in the Cup itself put lots of people — and perhaps potential sponsors — to sleep. Nonetheless, we're sure there will be plenty of challengers for the next Cup, although putting together a campaign that can seriously challenge the Kiwis is going to be extremely difficult. But nowhere as difficult as it would be to cobble together a 'Team California'.

↑↓ CONTRADICTIONS WHEN HEAVING TO

I have a question regarding heaving-to in heavy weather. I note that Peter Bruce — in the 30th Anniversary Edition of Adlard Coles' *Heavy Weather Sailing* — indicates that when hove-to, a boat "will probably be moving gently forward a knot or two".

In contrast, Lin and Larry Pardey in their *Sail Tactics Handbook* recommend that the boat should not move forward from behind the slick produced by the boat's keel moving sideways through the water. As I understand it, they recommend that the boat's position relative to the slick be constantly monitored and adjusted to prevent being slapped by a breaking wave.

There seems to be a contradiction between Bruce and the Pardeys. What's been the experience of *Latitude* readers?

Tom Bowers
Grand Marina
Alameda

Tom — We think the experience of most *Latitude* readers is that they've never had to heave to. We know that we never have. But like you, we'd like to hear from those who have.

↑↓ UNNECESSARY GOVERNMENTAL INTRUSION

We read the reports in the *Seattle Times* about the Department of Natural Resources (DNR) requirement that as a condition of getting their leases renewed, marinas over state-owned shorelines or underwater land may no longer rent to tenants who live on their boats. This requirement has resulted in eviction notices for liveaboards in some Lake Union marinas.

The reason for no liveaboards? "You don't have to live on the water," said spokesperson Jennifer Belcher, "you can live anywhere." We feel that this is a narrow view on the part of DNR, as the evictions of liveaboards is not something that is required to protect the state's shorelines and water resources. We think it represents an unnecessary governmental intrusion into the private lives of boatowners.

The DNR says the primary concern is that the state's shorelines need to be reserved for water-related usages, particularly recreational use. This is missing an important consideration. Living on a boat is a by definition a water-related usage. Saying people shouldn't live on boats is like saying that boat sales companies don't have to sell boats, they can sell anything, so they shouldn't have their sales facilities on the state's shorelines. Or that sailors don't have to race boats, they can race anything, so

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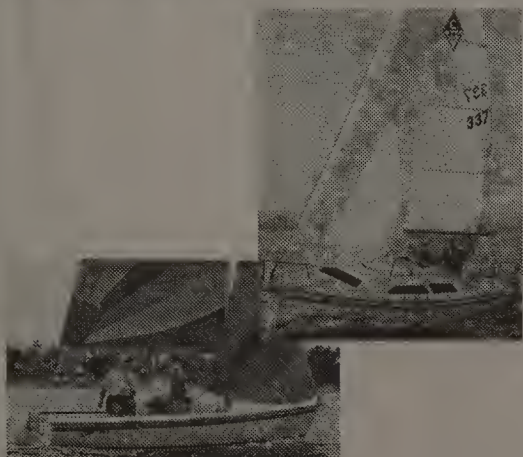
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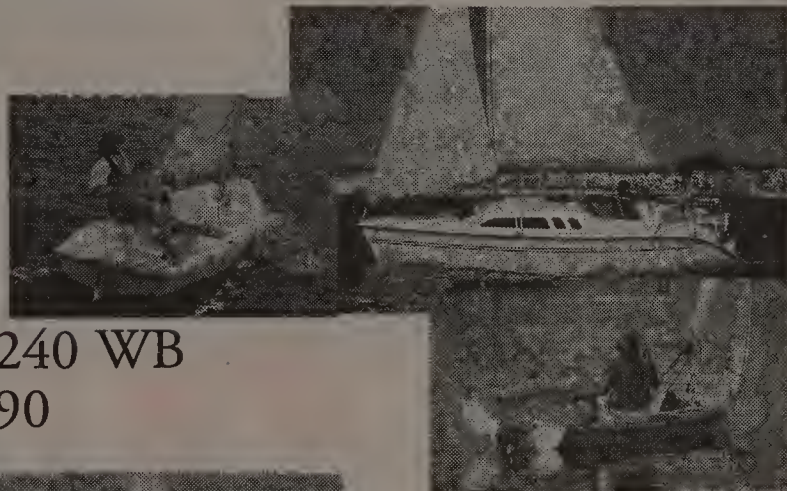
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they shouldn't be allowed to keep their race boats on state owned shorelines. Living aboard a boat is a water-dependent activity.

Further, what about boatowners who never use their boat for recreation? Never mind commercial boat owners, what about the owners who've had their boats in marinas over state owned land for years and years — but never have taken them out or even used them at the dock? Is storage of a boat a recreational activity? Can't someone store their boat just about anywhere? Such as a dry storage lot in Kent, for instance.

Aren't we missing the real point here? Somebody in the DNR simply does not like liveaboards. The DNR should ensure that laws are in place to protect the waters from pollution — they are — and see that they are enforced — in general, they aren't. What they should stop doing is making judgements about what is or is not a proper water-related use. Jennifer Belcher had no business imposing her judgement on the lifestyle choices of others.

Besides, living on a boat is an environmentally gentle way of living. Boatowners who live aboard have much less impact on the environment than the owners of 6,000 sq ft houses on the Pine Lake plateau with four car garages and enormous electric and water bills. The DNR should be working with liveaboards, not opposing them.

Fred Roswold and Judy Jensen
Seattle

Fred & Judy — It's our theory that the problem with a lot of bureaucrats is that they were hall monitors in high school who never got any respect. They now plot their revenge through the demonizing of activities and lifestyles they don't understand. Unfortunately, it doesn't take much for them to rustle up support for their misguided crusades among an equally ignorant population and cronies within the government.

Mariners in San Francisco Bay have a similar problem to the DNR; it's called the Bay Conservation and Development Commission, a nine-county agency that was created some 25 years ago to oversee development and preservation of the Bay. Despite the fact that the legislation used to create the agency specified that they not be given control over boats, they seized control anyway under the absurd notion that boats are 'Bay fill'. An anchor-out beat them in court over the matter, but didn't have the resources to battle back when the BCDC got the resources of the state attorney general to back them.

There is no question that there needs to be agencies such as the DNR and the BCDC, but they need to be staffed by knowledgeable people with respect for common and historical activities on and along the water, and respect for individual rights. As long as mariners use their boats in compliance with laws prohibiting pollution, neither the DNR nor the BCDC should have the say in how often, and for how long, the boats are used. The U.S. government had no business in Viet Nam, it has no business in woman's uterus, and it has no business meddling with how many hours a boatowner can spend on his boat.

You also made a good point when you say that living aboard boats can be environmentally gentle. According to our unofficial study, land-dwellers consume about 850% more resources — in the form of useless crap — than those who live onboard boats. Yet the posers and pseudo-environmentalists at the BCDC virtually insist that boatowners who would prefer to live simply on their boats also have a land dwelling. For the BCDC, it would seem it's more important to meddle in individuals lives than it is to help reduce traffic, unwanted consumption, and the housing shortage. But check out the karma of this misguided agency: After two decades of trying to get rid of liveaboards in Richardson Bay, the BCDC's legacy is an armada of defiant people who are mostly living aboard what average people would describe as



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LETTERS

wrecks and floating debris.

There's more dissent on the subject also. Wendy Hinman, who plans to head south with the Ha-Ha fleet this year aboard Vellalla, is also fighting the DNR's position. She forwarded the two following letters.

↑↓A SENATOR'S SENTIMENTS

I too have been very concerned about what is going on with the liveaboard eviction notices and what DNR's actions have been. I met with Commissioner of Lands Jennifer Belcher on Monday, who told me that DNR is working to find other docks available on Lake Union on private land. She maintains that all residential use over public lands is unlawful except for those floating homes, houseboats, and house barges grandfathered into passage of the 1984 law. She's also suggested to Rainier Properties that it dock the liveaboards on its private docks and the yachts, etc. that are now docked on the private docks onto the docks over public land. As I have since learned, however, there are problems with that suggestion as the private docks are covered and cannot handle the tall masts of the sailboats.

I am still asking questions and am planning on attending the rally at Gas Works Park on Friday night. I'm also attending the Ballard District Council meeting tonight at which Shilshole liveaboards will be represented to discuss possible ramifications for them. They, though, from what I have learned, are on Port of Seattle aquatic land. You might wish to contact Al Hughes, President of the Shilshole chapter of the state liveaboards association at 784-7926.

I also agree with you that the liveaboards provide important functions as you have enumerated. I also just happen to like having them at Lake Union!

Senator Jeanne Kohl-Welles
36th Legislative District
Washington State Senate

↑↓FAR GREATER IMPACT

As someone who lived aboard for several years and now lives in a waterfront home not much bigger than a boat, I know that my impact on the Sound is far greater in my house than it was in my boat.

It's easy to see that the types and quantities of all sorts of chemicals used to support a house of even 600 square feet with a naturally wooded yard are probably on the order of ten times — maybe 100 times — as much as those required to support a boat. This is evident with every trip to the grocery store, drug store, or home/garden store with bags of chemicals brought home to keep up the house and yard. All those products ultimately are returned to the water.

By its nature, boat living is the essence of simplicity, where the use or storage of anything but the bare minimum of these products is considered taboo and unnecessary. For example, in four years on a boat, I used zero pesticide, fertilizer, bleach, ammonia, floor wax, carpet cleaner, spray shower cleaner, oven cleaner, paint (or paint cleanup), or wood preservative. That number was zero. None were needed to keep the boat shipshape, just a little biodegradable soap and some scrubbing. Imagine what they amount to in a house.

On the boat, electricity was never used at a rate that one 15 amp circuit could not handle even the peaks. In my house, this would not even power the water heater. On the boat, I used less than 100 gallons of water a month. How many hours does it take a house to use this much? Even laundry was only one load a week on the boat, as opposed to five loads a week ashore with many loads generated by clothes dirtied during house and yard maintenance.

Once home on the boat, the car was seldom used, freeing

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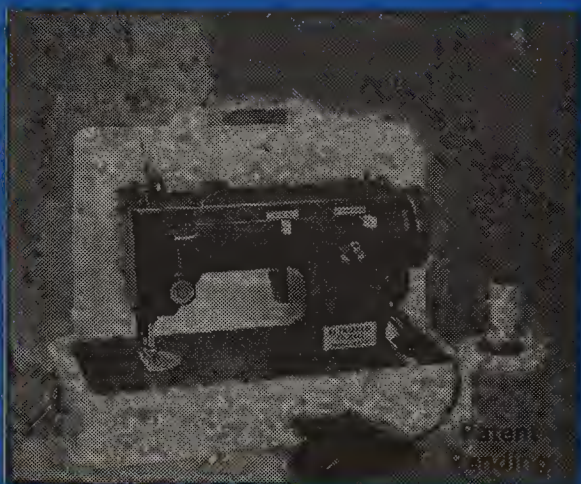
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LETTERS

space on the roads. Most travel was walking or bike riding. With a house, we are constantly driving, much of it to support the house, but also because everything is more distant from the house than it was from the boat, not to mention that we need a truck (additional vehicle) for home and yard projects.

Perhaps the best thing for the water is to promote the boating lifestyle and discourage the use of land to support houses and yards. Of course, this would kill the consumer economy; so it could never work.

Mike Hart
Burien, Washington

↑↓ GREAT EVIL!

Dangnabbit, I can overlook the occasional — or not so occasional — typo, but you folks have got to stop using 'enormity' when you mean 'really big size'.

Enormity means 'great evil' — which under no stretch of editorial license applies to the "well deck" of *Super Servant 4*. See the caption for the spread photo on page 207 of the April edition if you don't know what I'm talking about.

Ryan Werner
Cyberspace

Ryan — According to the *American Heritage Dictionary*, there is a major debate over the usage of the word in question:

"Enormity is frequently used to refer simply to the property of being enormous, but many would prefer that enormousness — or a synonym such as immensity — be used for this general sense and that enormity be reserved for a property that evokes a negative moral judgment. For example, 'Not until the war ended and journalists were able to enter Cambodia did the world really become aware of the enormity of Pol Pot's oppression.'"

"Fifty-nine percent of the Usage Panel rejects the use of enormity in the more general sense in the sentence: 'At that point the engineers sat down to design an entirely new viaduct, apparently undaunted by the enormity of their task.'"

"This distinction between enormity and enormousness has not always existed historically, but nowadays many observe it. Writers who ignore it in phrases such as 'the enormity of the President's election victory' or 'the enormity of her inheritance' may find their words an unintended source of amusement.'"

Since we at Latitude have always believed in 'ordinary language as defined by Wittgenstein and the value of providing an "unintended source of amusement," we'll continue on our wayward ways.

↑↓ I DREAM OF A CAL 20

I'm a 12-year plus subscriber and fervent sailor-wannabe. Funds — or the absence of — and several small children have thus far kept me off the water. Except for a few memorable exceptions.

But I do dream, and I enjoy fantasizing about the day I get that first boat. I think that a Cal 20 would be a great starter, as it would be stable enough to stand up to a Chesapeake Bay squall, perform well enough for racing, and allow overnights. It's tough to find them here in the east, but there are a few.

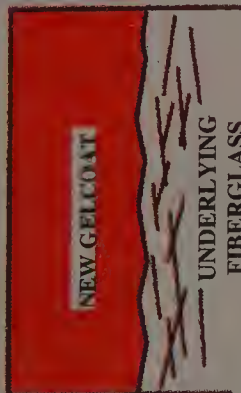
To aid and abet my fantasies, and provide hours of gazing pleasure, I wonder if any readers had any photos of their Cals, at play or at rest, that they would e-mail me? My gratitude shall be boundless!

Lloyd Lachow
Reisterstown, Maryland
llachow@yahoo.com

Lloyd — A Cal 20 is a fine little design that has given countless hours of pleasure over the years. We even know of one that

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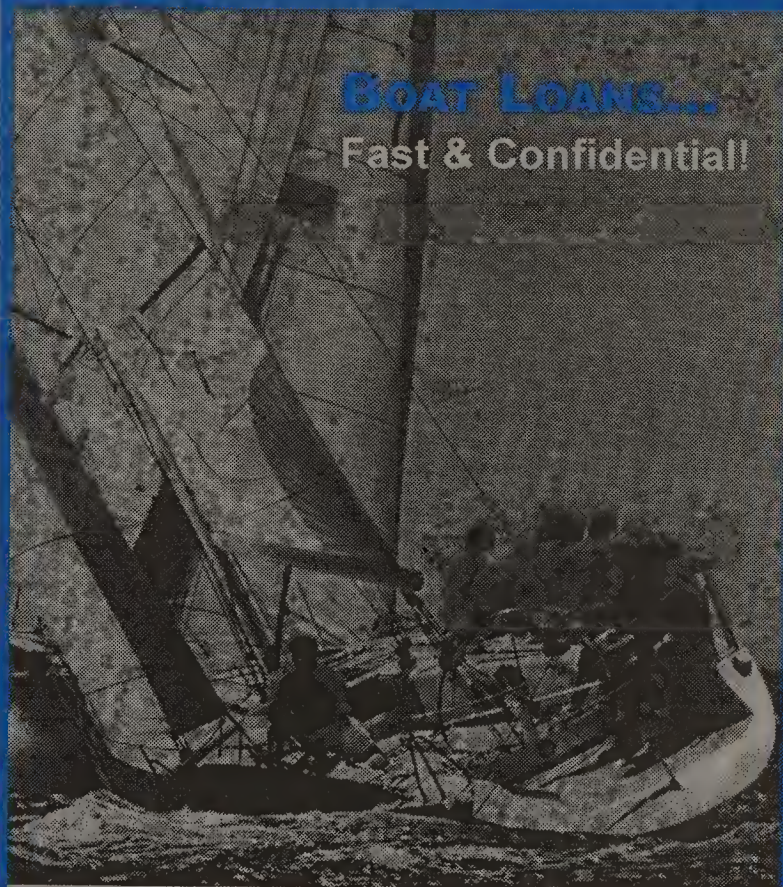
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LETTERS

was singlehanded to Hawaii — although that's not something it was built for.

↑↓ I'VE GOT THE ANSWER

What is a knighthead?

One source more than 100 years old defines them as follows:

(a.) One of two large timbers in a vessel that rise obliquely from the keel behind the stem, one on each side, and support the bowsprit, which is fixed between them; called also bollard timbers.

(b.) A windlass-bitt (obs.).

From another ancient source:

Two strong pieces of timber, fixed on the opposite sides of the main-deck, a little behind the fore-mast. They are sometimes called the bits, and in this sense their upper parts only are denominated knight-heads, being formerly embellished with a figure designed to resemble a human head. Knight-heads, was also a name formerly given to the lower jear-blocks, which were then no other than bits.

Alejandro Bustamante
Walnut Creek

Alejandro — Thank you for the enlightenment. Unfortunately, your message came through garbled, so we were unable to decipher the sources given.

↑↓ SMALL HELO

We were sailing the crewed Lightship race last Saturday when a small helicopter flew by and took a picture of my boat and crew. I would like to know how to contact them to purchase a copy of the photograph. Any idea who it was?

Richard Pfand and Crew
Ann, Valiant 32

Richard — Sorry, but we don't know who it was. Can anybody help?

↑↓ A SLAVE WAS THE FIRST CIRCUMNAVIGATOR

Who was the first person to circumnavigate our world? It wasn't Magellan who was killed midway through his historic voyage, while Christianizing the islanders at sword's point. His expedition for the Spaniards was continued under the command of Juan Sebastian El Cano, with just a few survivors of the group that had set out three years before.

Were El Cano's survivors the first persons to circumnavigate? No. There was a Malay 'slave' whom the Europeans called Enrique. He went into Magellan's service when Magellan sailed from Portugal to the Indies on an earlier voyage. He was Magellan's interpreter until he jumped ship in the Indies. He was the first human to leave home to go west and return home from the east — and therefore the first circumnavigator.

L. Mark Lussky
Adventuress
Marina del Rey, California

↑↓ A SCANTILY-CLAD MAN

Living in mañanaland for the last year, we do see most *Lattitudes* — although sometimes not for three to four months. While recently catching up on some of the earlier year 2000 issues, my wife and I were chuckling because the 'bare breast controversy' is still going on. It's a great subject and will probably continue forever!

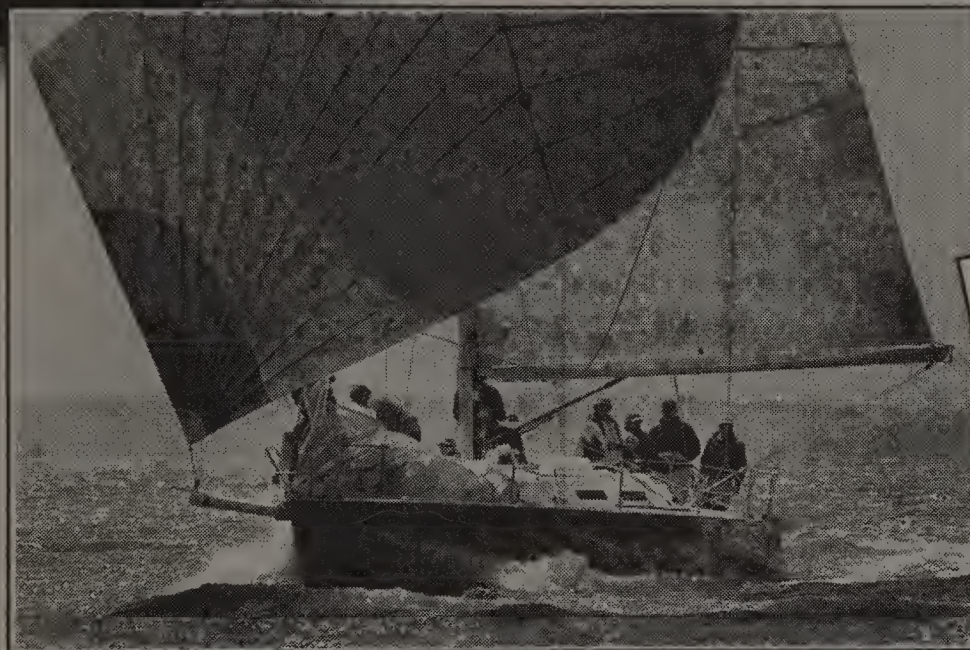
However, when I got to the April issue, I was quite upset to see a scantily-clad man! And to my horror, it was me! Please send me the correct procedure for keel-hauling a mate who



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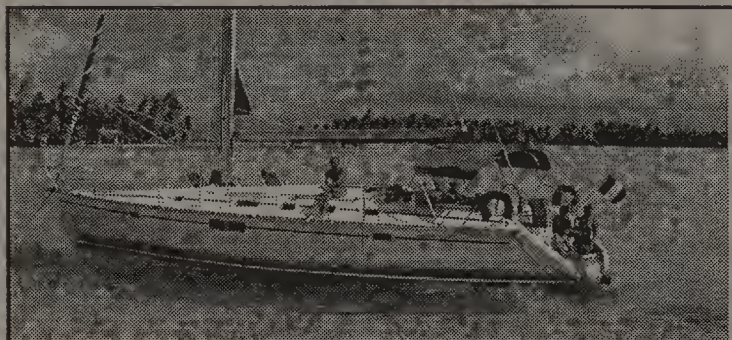




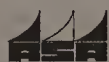
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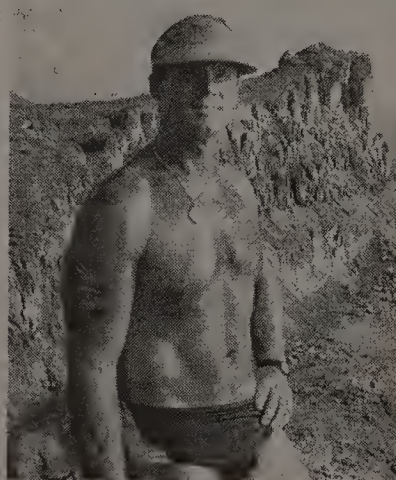
LETTERS

would send in such a picture without first informing her husband. Liz is still laughing about it! As for me, I would like another chance at my 15 seconds of fame!

Rick Strand
Sarah Elizabeth
La Paz

Rick — We're delighted that your wife sent in that photo — and think you should be, too. For one thing, the Wanderer thinks you look great — and he's speaking as a hard-core hetero. In fact, for the last couple of months he's been running a mile a day and doing crunches with the hope that if he keeps at it for a year or so he might look half as good as you.

SARAH ELIZABETH



LATITUDE ARCHIVES

Hmmmm... Which cruiser looks better: the buffed Rick Strand, age 47, (left) or this bulging beer belly contestant (right)?

Secondly, over the years we've published a lot of photos of the 'beer belly' winners at the Sea of Cortez Sailing Weeks. As amusing as those photos might be, we all know that such bellies are pretty serious health hazards. So we're counting on your photo to help convince guys with burrito bellies that the pathway to a good build and good health is a good diet and an active cruising lifestyle. Yes, you've been drafted as Latitude's poster boy for intelligent and healthy cruising.

DAVE DEXTER PROMPTED MY DREAM

It was with great sadness that I came to the part of the March issue about the passing of Dave Dexter. Back in '92 I was in bad need of a 'mental health break', so I decided to go sailing in the Caribbean. Since I wasn't qualified to singlehand the boat and I couldn't find anyone else to go with me just then, I footed the whole bill for the boat — and a captain. That captain turned out to be Dave. I was impressed by his abilities and enthusiasm — and even more by his dream of beginning a second circumnavigation with Pearl, his lady, and several to-be-recruited crewpersons.

I went home from my week in the Caribbean in much better shape — and with thoughts of the South Pacific swirling through my head. A few months later, I took a leave of absence from my job and flew to Panama to meet Dave, Katy, and two other crew. We transited the Canal, visited Cocos Island off Costa Rica, and then did the run to the Marquesas and on to the Tuamotus, Tahiti, Moorea, Bora Bora, Palmerston and Tonga. Although I had to fly home to the 'real world' from Tonga, I'd had a blast! I returned home with a dream: to do the same thing with my own boat!

So here I am, eight years later, aboard my Tayana 42 *She Wolf* in Nuevo Vallarta for Bandéras Bay Race Week! I quit my job, sold my house, and came south with my partner Rick in the '99 Ha-Ha. We're 'living the dream'. Fair winds, Dave Dex-

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LETTERS

ter, wherever you are — and thanks for giving me the dream.

Marsha Stone
She Wolf, Paradise Village Marina
Nuevo Vallarta, Mexico

Marsha — That's a fine story — and a great way for a sailor to be remembered.

NEW SAFETY REGS

Just after New Zealand finally agreed that it was illegal for them to impose safety inspections on foreign cruising boats, and lost \$600,000,000 in cruiser business in the process, an agency in Mexico — or is it just La Paz? — decides to do the same thing. And to charge for it.

After the safety inspection requirement was imposed before a boat could check out of port, La Paz cruisers got organized and sent a formal letter of protest to the President of Mexico and other officialdom.

During a discussion of the matter on the morning net, Max and Mary Shroyer of Marina de La Paz voiced their opinion that we should just be calm and, in effect, buy some more Vaseline. Mary is an ex-school teacher and seems to view we cruisers as her class. We were being rowdy again, so we got our hands slapped again. When we refused to go in our corner, Max and Mary suggested they might be persuaded to talk to the marina association on our behalf.

If you will recall, several years ago an anchoring fee was imposed throughout Baja and the West Coast of Mexico. The basis of this was some obscure law relating to commercial vessels. At that time, there was a whole bunch of anchored vessels — and two very empty dry storage areas — in La Paz. One was at Marina Palmira, the other at Marina San Carlos. It was suggested in an article in *Latitude* that the anchor fee was really a vehicle to get the unattended anchored boats to go into the dry storage areas. The anchoring fee, about \$80 to \$100 a month, was about the same as a dry storage fee. Imagine that!

A companion article by Max Shroyer suggested that the accusation was improper and belittled the author for assuming such an injustice. Heavens!

Oddly enough, only about 10% of the boats paid the fee. Some captains refused to pay — and were issued their checking out papers anyway. After the storage areas were filled — with about 400 or so boats — the enforcement of the law faded into the currents. My, my.

Why are the Shroyers being so vocal about our rants? Could it be because their son Niel now heads up the A.P.I., the new heavy organization?

Max and Mary have one very strong verbal backer, however, Hamish Andres Hunter of Lopez Marine Services, a new chandlery here in La Paz. He backs the Shroyers, "If you don't like it, get the hell out!" attitude.

Maybe he's right. It was suggested during the safety regs discussion that should be the case. Next time you think about buying from Lopez Marine tell them you're sorry — and does he carry Vaseline. Stay tuned for more new cruising and provisioning fees from A.P.I.

Jim and Nancy August
Detent
La Paz

Jim & Nancy — We try to be as sympathetic as possible with inactive and former cruisers in La Paz — but sometimes it can be difficult. First off, as a group, those trapped in the La Paz 'cruiser vortex' have a notorious reputation among active cruisers for being the most cranky, whiny, whinging sailors and former sailors in the Western sailing world. For 20 years there have been two

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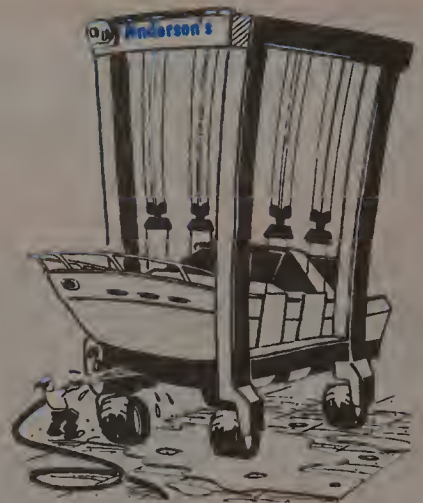
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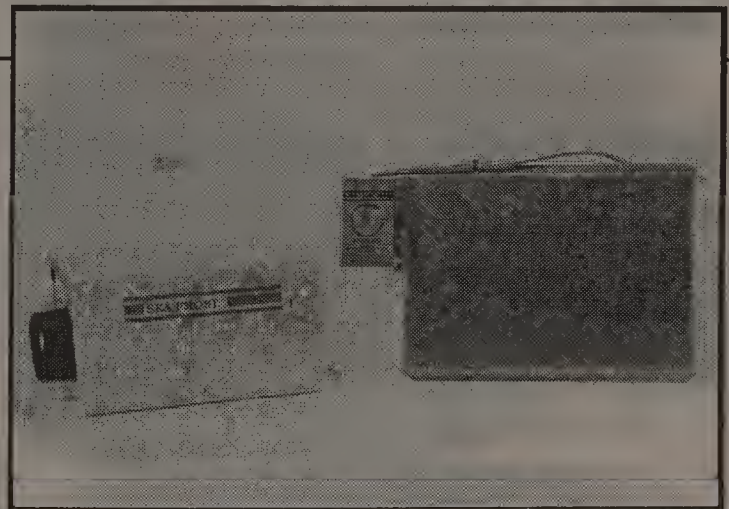


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LETTERS

extrêmes in Mexico: The cruisers in Z-town seem to be in a state of perpetual bliss, while inactive and former cruisers in La Paz seem to be in a state of perpetual disenchantment. Oddly enough, those who grumble the loudest in La Paz never seem to leave.

Secondly, an unfortunate hallmark of much of the whining out of La Paz is that it's usually peppered with half-truths, errors — and complete rubbish. An example of a 'half-truth' is when you claim that cruisers have to get safety inspections before checking out of La Paz. Nonsense. As we're certain you're aware, the inspections only apply to boats that have been at anchor in La Paz for 30 days or in a La Paz marina for six months. In other words, the safety inspections don't apply to active cruisers. An example of an 'error' is when you claim that there used to be anchoring fees of \$80 to \$100 a month in Bahia de La Paz. Our recollection was that they were but a fraction of that.

As for complete rubbish, where did you get the hilarious idea that the so-called 'cruiser boycott' of New Zealand cost the Kiwis \$600 million in yachting business? Since something less than 300 foreign yachts visit New Zealand each winter, it would mean that each one of them would have to normally spend \$2 million. Somehow we don't think that's true. Indeed, there is little evidence that the boycott cost the Kiwi marine industry anything at all — let alone \$600 million.

The unfortunate consequence of the half-truths, factual errors and nonsense that seem to emanate from inactive and former cruisers in La Paz is that over time, their complaints and arguments aren't taken very seriously.

While reasonable people may disagree with us, we think the Shroyers — who you've somehow ennobled with your somewhat lewd and juvenile taunts — offered the best counsel when they suggested that cruisers refrain from ranting about the safety inspections and stay calm. If you've been in La Paz for awhile, you know that officials there have forever been instituting new fees or coming up with novel interpretations of the law that would require small payments. But you also know that most of these new fees and regulations have either been ignored or blew over in a month or two.

Our feeling is that the worst possible thing gringos in La Paz could do is make a loud and public stink to challenge the resolve and authority of the Port Captain. "Haven't those fools learned anything about Mexican culture?" one cruiser asked. Even if a ranting campaign were to succeed in the short run, humiliated authorities could easily take revenge by making life miserable for you and all future cruisers.

It's true that the Shroyers have long had business interests in La Paz, but at least they understand the culture and how to respond to problems. And like it or not, through the Marina Association and other avenues, the Shroyers and other marina operators have contributed much to the happiness of cruisers — even cruisers who've never stayed in their marinas. Can we all say Import Permits? Can we all remember what it was like when foreign boats that stayed in Mexico for more than six months were supposed to be supervised by a marina? Few cruisers have any idea how much people like the Shroyers and others in the marine industry have done behind the scenes on behalf of all cruisers. We're not nominating them for sainthood or anything, but think your comments aren't deserved.

We also think it's important for gringos who are basically home-staying on their boats in Bahia de La Paz to periodically remember that they are the guests of a foreign country, and that Bahia de La Paz wasn't created specifically so they could have a lovely place to live rent free or store their boats. Can you imagine what it would be like if the 400 boats now in dry storage were still anchored out unattended? Can you imagine the uproar if several hundred Mexican cruisers — or shrimp boats — tried to anchor rent-free for several years in San Diego Bay, Newport

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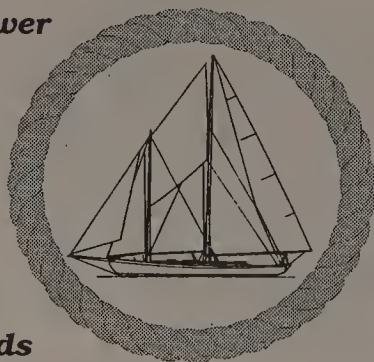
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It's A Mariner's Fact:

An old rule of thumb for sailing from England to the Caribbean was to sail south till the butter melts, then west.

LETTERS

Harbor, or San Francisco Bay? The louder floating homesteaders in La Paz complain about how bad they have it, the more they demonstrate their lack of knowledge about the rest of the cruising world.

The truth of the matter is that cruising in Mexico has been and continues to be an incredibly great deal for cruisers. As such, we're frankly embarrassed that a group of mostly inactive cruisers would make such a tempest in a teapot over minor safety inspection fees that are likely to be history in a matter of months. And even if this segment of the cruising community is completely right in their evaluation of the legality of the inspections — which we think they are — we think they're blowing it with their entirely inappropriate responses.

↑↓ **THE SAFETY INSPECTIONS IN LA PAZ ARE ILLEGAL**

It will be in everyone's best interest if the cruisers in Mexico read the following information very carefully, but the Port Captain in La Paz was making a mistake when he said that Article 4 of *Ley Navegaou* gives him the authority to conduct safety inspections on all boats — as was reported in last month's *Sightings*. In condensed form, this is what *Ley Navegaou* says:

— That the Port Captain has the authority to inspect Mexican vessels.

— That Mexico has jurisdiction over Mexican flag vessels no matter where in the world they are, and jurisdiction over foreign vessels that are in Mexican waters.

— That foreign vessels in Mexican waters must adhere to Mexican law — but very importantly, it does not enumerate any specific regulation or law.

All of the things above make Mexican maritime law very similar to U.S. maritime law. And here's the important thing: As is the case with U.S. maritime law, it is specifically superceded by international treaty — in this case the United Nations Convention on the Law of the Sea. This convention can be thought of as the international constitution that governs the seas — as agreed to by the signatories. I don't know if there are any maritime nations that are not signatories, but Mexico certainly is one.

Part VII, Section 1, (General Provisions) of the U.N. Convention on the Law of the Sea discusses nationality of ships in Article 91, and status of ships in Article 92. Basically, these relate to the right of nations to designate who flies their flag. Article 94, 'Duties of the flag State', very specifically states that the flag State is responsible for ensuring safety at sea with regard to "the construction, equipment and seaworthiness of ships; the manning of ships, labor conditions and the training of crews . . . the use of signals, the maintenance of communications and the prevention of collisions . . . that each ship, before registration and thereafter at appropriate intervals. . . has on board such charts, nautical publications and navigational equipment and instruments as are appropriate for the safe navigation of the ship."

It continues with many more provisions relating to crew qualifications — and then addresses the question of what occurs if a State believes that another State is not "exercising proper jurisdiction and control with respect to a ship" carrying that State's flag. The process is not for the one State to conduct safety inspections, but rather to complain to the State whose flag the offending vessel flies.

In Section 3, "Innocent Passage in the Territorial Sea", Subsection A "Rules Applicable To All Ships", Article 17 "Right of Innocent Passage", says "Subject to this Convention, ships of all States, whether coastal or land-locked, enjoy the right of innocent passage through the territorial sea." Article 21, "Laws and regulations of the coastal State relating to innocent passage", part one, says that "The coastal State may adopt laws

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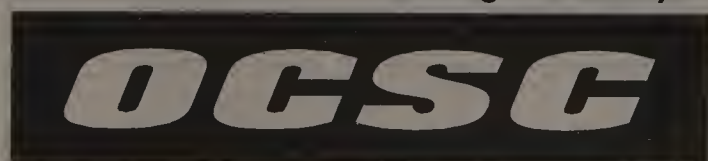
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LETTERS

and regulations, in conformity with the provisions of this Convention and other rules of international laws, relating to innocent passage through the territorial sea, in respect of all or any of the following:" which includes many provisions, one of which is "the safety of navigation and the regulation of maritime traffic". Part two then sets limits to the above: "Such laws and regulations shall not apply to the design, construction, manning or equipment of foreign ships unless they are giving effect to generally accepted international rules or standards."

To summarize the above, the flag State is responsible for safety standards on its flag vessels. I would assume that for purposes of this law a vessel with a state registration is the same as a federally documented vessel — although I honestly don't know. So Mexico can only enforce safety standards on its own vessels — although it can do it no matter where they are. As we know, the U.S. Coast Guard can enforce U.S. standards on U.S. flag vessels no matter where in the world they are.

So what to do? In my humble opinion, boatowners in La Paz or someone representing groups of boatowners in La Paz should contact Captain Rebolledo, Director Capitanias, Marina Mercante y Puertos, in Mexico City. He is the head of all the port captains and can be reached at: 5 - 604 - 4884 or 5 - 604 - 8157. The most effective strategy will be to politely report what is happening in La Paz, and why you are complaining. Above all, show respect and refrain from any threats or saber rattling! Do not say you are going to the U.S. Embassy, the press, or anything of the sort.

Expect him to give you a brusque and defensive reply, and assume that he will likely defend his Port Captain. Do not provoke or allow yourself to be provoked. When you've had your modulated say, thank him for his time — and then sit back and see what takes place. Left to his own devices, the Port Captain will likely intercede. But let him find his way.

Above all, do not fall into or let others fall into the common cruiser trap of getting on a high horse and saying what an asset to La Paz the cruising fleet is! It would, however, be most appropriate to say that you and most of the cruisers are retirees simply trying to enjoy the charms of Mexico. It would also be appropriate to point out how long you have been here without ever having to have a safety inspection. Make sure anyone contacting the head of Port Captains will use discretion for it will only take one hothead to make a mess of everything.

'Captain Zorro'
Onboard, Baja California Sur

Readers — 'Captain Zorro' has many years of both cruising in the Sea of Cortez and working with government agencies that have jurisdiction over Mexico's marinas and waterfront. He knows the law, and he knows the culture of the government. As such, we completely agree with his recommendations.

↑↓ MORE FEES AND CHARGES IN MEXICO

Good morning cruisers — remember that line? The new fees and charges — along with the existing ones — can bring your bare bones entry into Mexico to between \$1,500 and \$2,400 per year.

If this is not a problem, then consider the new restrictions with respect to the recently newly enacted 'park areas' in the Sea of Cortez. For example, cruisers in the Loreto area are now required to have a number attached to their vessels if they are going to be spending much time there. Furthermore, cruisers are now requested to check in by radio when they arrive, and advise the 'park ranger' about what time they anchor and leave each anchorage. You're supposed to do this in advance.

In the La Paz area, there is a similar situation — but you have to check in with the Port Captain. They also want to know

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LETTERS

your projected itinerary.

At present, there is no funding for enforcement vessels or personnel at the islands, but given the new fees, there will be funds by next year.

The irony of the whole protective aspect is that cruisers had no part in the overfishing or using dynamite and/or bleach to capture the last fish and crab. The well-equipped pangas and larger commercial vessels did a good job of that.

A good example of the 'ecological mindset was best expressed by Mike McGettengan, a leader of Sea Watch, in a recent article of the *Gringo Gazette*. He reported on the seizure of a 85-foot longliner in Mag Bay which had tons of illegally caught marlin, dorado and swordfish in her hold. But get this: the vessel is owned by Alfonso Rosinol, President of the Mexican Federation of Fisheries.

Here is the following list of fees and other charges:

- 1) Fishing permit for boat and all persons onboard. Yearly.
- 2) Visa, tourist card. Required of each person, which must be renewed annually.
- 3) Anchoring fee when not in a marina, daily.
- 4) Safety inspection fee, yearly.
- 5) Temporary Import Permit after six months. Good for 10 years.
- 6) Permits for purchase of water and fuel, now in effect in San Carlos, Mag Bay — and soon to be expanded to all the fuel docks on the west coast of Mexico.
- 7) Cruising Permit for each specific jurisdiction. Time line unknown.
- 8) Marina fee slips — now higher than in the United States.
- 9) Insurance, for vessel and personal liability, now to be enforced.

You will soon see an A.P.I. office at all major ports. The A.Y.I. is the fee collecting agency.

Storm Rider
Puerto Escondido, Baja

Storm Rider — We think you need a new calculator. Having just had Profligate return from six months in Mexico, we're mystified where you came up with the \$1,500 to \$2,500 U.S. in "bare bones" fees. So let's check your list.

1) Fishing permit for boat and each member of the crew. Nobody is required to get a fishing license unless they want to fish — which is the same as in the United States. If the fees help preserve and protect the Mexican fishery, we're all for them. Before any cruisers bellyache too much about the fishing fees, let's take a minute to remember that some cruisers fish without licenses — and how almost all cruisers have broken Mexican fishery law by taking or buying lobster and other shellfish.

2) Visa and tourist cards. A visa costs what, \$20 for six months? We're told that's about half of what visas cost for the United States. Tourist cards are free.

3) Anchoring fee when not in a marina. Profligate anchored all over Baja and the mainland this winter and never paid any anchoring fees. If we're not mistaken, such fees are only assessed in major ports where inactive or former cruisers tend to live on their boats for months — if not years — at a time. So this fee rarely if ever applies.

4) Safety inspection fee. This only applies to the subset of inactive cruising boats and only in La Paz. It's also being contested and will likely be eliminated soon. In any event, it's only a few bucks.

5) Temporary Import Permit. This only applies to boats staying for more than six months — and is a huge improvement over the arrangement, or more accurately chaos — that preceded it. And at \$20 it's hardly a bank-buster. In theory, the Import Permit helps cruisers bring in replacement boat gear duty-free. Some-

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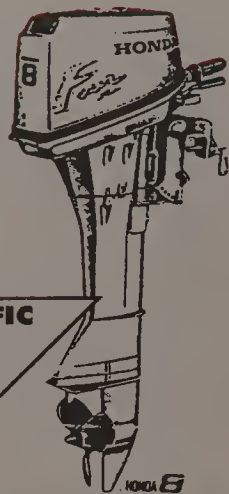
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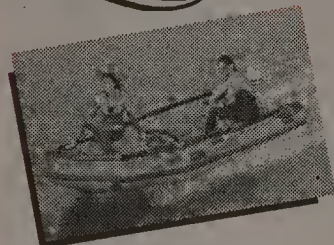
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LETTERS

times it works out, sometimes it doesn't. It's worth noting that cruisers, no matter if they have Import Permits or not, sneak tons of replacement and other gear into Mexico duty-free anyway.

6) "Soon-to-be-expanded program of permits being required to take on fuel and water." In the last 25 years, there have been countless fee or permit programs that were going to be established in Mexico but never came to pass or lasted more than a few months. As with everything in Mexico, we'll believe something when we see it. During the last six months, we paid no fees to take on fuel or water — although we were charged a whopping \$35 dock fee when we took on fuel in Puerto Vallarta.

7) Cruising permits required for each jurisdiction. We've been cruising our boats in Mexico for nearly 20 years and have never been asked or required to get a cruising permit. Once again, we'll believe it when we see it.

8) Marina slip fees, now higher than in the United States. First of all, this claim is not necessarily true. For example, 40-foot slips in Newport Beach run as high as \$1,000 a month, while a 40-foot slip at Isla Mazatlan can run as low as \$175 a month — and that includes the 15% tax. Another thing to remember is that most marinas in Mexico are full-time residences for many cruisers and offer many more amenities than at typical marinas.

It's nonetheless true that most Mexican marinas are quite expensive. But since they have long waiting lists in the season, it's not as though they are charging more than the market can bear. Most importantly, one of the greatest things about cruising Mexico is that there are a zillion terrific places to anchor for free, so nobody ever has to pay for a marina slip. In fact, why anyone lucky enough to be able to spend full time on their boat in Mexico would stay in a marina more than a couple of times a month is a mystery to us.

9) Personal boat and liability insurance is required. While all cruising boats are supposed to have this — many don't — Mexican boats have to have it, too. It's not that expensive.

Without using a calculator or anything, we figure the 'bare bones' fees required to cruise Mexico each year is more like \$100 than \$2,500. As such, if you're trying to portray the Mexican government as a bunch of bad guys trying to screw cruisers, the charge doesn't carry much weight with us. We hate to sound like a broken record, but we're going to say it again, Mexico is a really terrific deal for cruisers.

9 OUT OF 10 SAILBOATS HAVE ELECTRIC MOTORS

The Chesapeake Sailing School in Annapolis has electric trolling motors on nine of their 10 Tanzer 22s. The Tanzers are used for classes, club racing and daysailing rentals — and are therefore somewhat akin to the Santana 22s on S.F. Bay.

CSS's dock is about half a mile up Back Creek, so the motors get used for departure, docking and in Back Creek. I've had both the gas outboard and electric trolling motors on these boats, and found that you can't beat the electric trolling motors for convenience. They are fiddle-free and much lighter than a gas outboard. The battery lives in the fuel locker. You just lock the motor down, twist the throttle, and go.

When docking, you don't have to back off the engine speed, reach over and back for the gearshift, and wonder if the motor will sputter out at exactly the wrong time. The trolling motors have plenty of power to move and maneuver the 2,900-pound Tanzer 22 in the usually quiet waters of Back Creek, so they are excellent for this purpose.

Chesapeake Sailing School keeps all their boats and equipment in excellent condition, so I have never had a problem with a low battery. I believe they connect the batteries to chargers each night. There was one time, though, when I wished I had a

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1987 Hans Christian 38: \$149,000



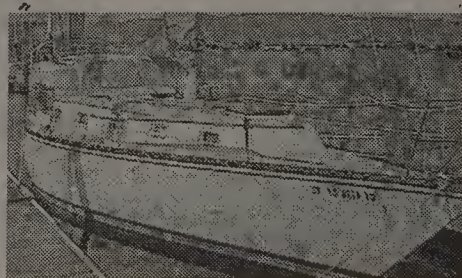
1964 Pearson Vanguard Diesel: \$23,500



1971 Ericson 41: \$62,000



1979 Hans Christian 38 Cruiser: \$119,000



1979 Hunter 33: \$23,500

LETTERS

gas outboard. We had just come about and were headed for home when the wind died. Fortunately, the tide wasn't a big factor at that time of day — although it certainly wasn't in my favor. Like every sailboat on the water, we were stuck. My wife asked if I had any ideas that didn't include quietly drifting out to sea. I told her to tip the motor down, twist the handle, and "start docking from out here" — and that it would just take longer. It did take longer, as I think we were at the practical limit of a trolling motor.

My feeling is that more horsepower than an electric trolling motor provides would be needed for S.F. Bay if the wind dies.

Bill Schaumburg

Whichever Tanzer 22 Goes Out Next

Newton, New Jersey

⬆⬇ELECTRIC OUTBOARDS

I have enjoyed four years of outboard-free sailing on the Bay aboard my Ranger 22. A 32-lb thrust Minn Kota trolling motor connected to a 115 amp-hour sealed marine battery located belowdecks provides reliable and silent 2.5 knots of auxiliary power. My boat weighs between 2,500 and 3,000 pounds — she's a 'quarter tonner' and therefore considerably lighter than the popular Ranger 23. The electric motor is mounted on an outboard bracket.

I recently purchased a 52-lb thrust Minn Kota, removed the control head and transom mount, reducing the engine to a one-forward-speed stalk-with-motor. A copper pipe 'T' was added to the stalk, allowing the motor to mount into the two-inch round opening in my reverse transom. I then purchased a male and female trolling motor plug set, and mounted the receptacle in the cockpit along with a turnkey battery switch. A one-amp battery charger completed the installation.

This arrangement allows a quiet beginning and end to my sails out of Ballena Bay. I remove the engine completely from the stern and stow it below while sailing.

It usually takes about 15 minutes to get in and out of the marina, for a total running time of 30 minutes. Thanks to a tremendous ebb and no wind, I recently had occasion for an endurance test — two hours. Sixty percent of the battery was discharged.

I would be glad to provide more details to anyone interested. Contact me at aeveryett@ix.netcom.com.

Bob Spencer

Yes!

Ballena Isle Marine, Alameda

⬆⬇DIESEL ELECTRIC PROPULSION

I was wondering if anyone has any information about using a diesel-electric propulsion system on a small boat. I'm referring to a system such as the kind used on modern railroad locomotives, where a diesel engine furnishes power for a DC generator, which furnishes power to a DC motor, which drives the locomotive. The advantages might include, no need for a transmission, the ability to locate a generator/main engine in the boat without regard to drive-shaft issues, plenty of electricity for other uses such as refrigeration, autopilots, lights, heaters, and so forth.

Apparently, the inherent inefficiencies in changing energy states from diesel oil, to DC electricity, to propulsion were overcome by railroads using 1950's technology. It seems to me that there must be some major impediments to using such systems in small boats or it would be a popular system. Any idea what these disadvantages are?

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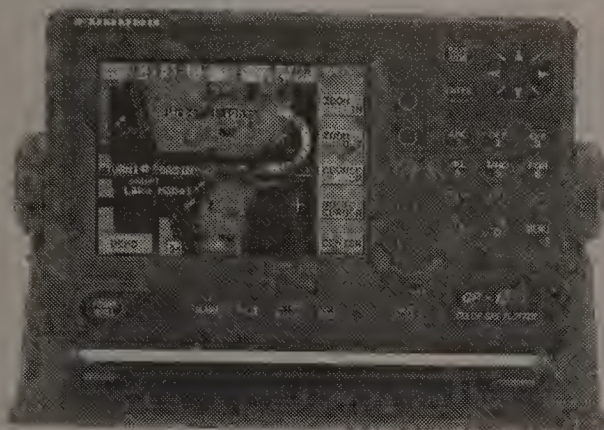
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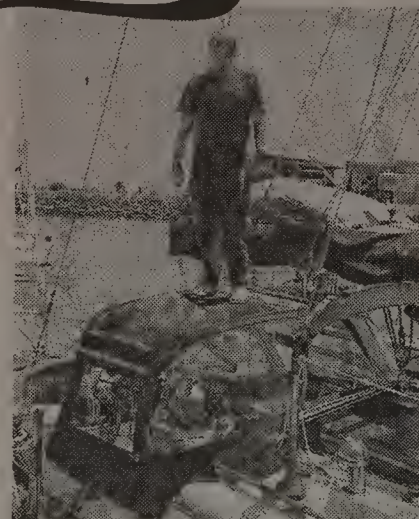


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LETTERS

Jackson — We don't know what the disadvantages are, but we could hazard a wild guess; weight. It's essential that locomotives be heavy. It's good for boats not to be too heavy.

WHERE DO I GET MY AVON CERTIFIED?

I'm writing to ask if you know where I can get an Avon 8-person cannister liferaft serviced. The one we have says it was serviced by Willard Marine Services and Sales in San Francisco, but I can't find them listed anywhere — and have no idea how long ago it was serviced by them.

P.S. Love the magazine.

April Winship
Northern California

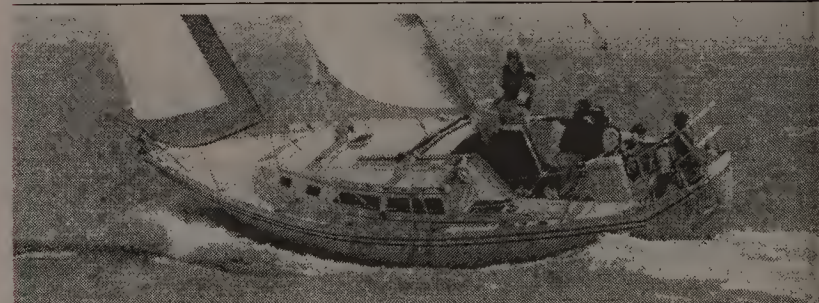
April — Try Sal's at (510) 522-1824 or Hewitt Industrial Supply at (415) 371-1054. Both are authorized Avon service centers.

CATALINA 30

A couple of months ago, Steve Klein wrote in asking for your advice and suggestions for a boat in the 30 to 35-foot range that has a decent one-design racing fleet with spinnaker, that can be sailed short-handed, and is suitable for family cruising. After all of your good advice, I would like to suggest that an excellent choice was inadvertently overlooked by you: the Catalina 30. For San Francisco Bay, I would recommend a standard as opposed to tall rig.

San Francisco Bay has a one-design racing schedule, and the boats are also one of the roomiest for cruising. The Catalina 30 may not be the fastest 30-footer on the Bay, but when set up for racing they are competitive in PHRF and a blast to race one-design. Catalina 30s love the wind, and if you can make one go in light air, you can make any boat move.

Last but not least, the Catalina 30 is one of the most affordable boats in this size range. The relatively low cost is one of the reasons why over 7,000 of them have been sold. Walk around any marina and you'll see them. Most were purchased for casual daysailing and pleasure cruising, but most people don't have any idea how fun they are to race.



The Catalina 30: "A blast to race one-design."

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For more information about the Catalina 30, see the International Catalina 30 Association web page at www.catalina30.com. For Catalina 30 information on San Francisco Bay, contact Tom Charron at (510) 658-1705 or see the site at tomcharron@aol.com.

Mike Roll
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LETTERS

↑↓NO WAY TO TURN IT OFF

I picked up an Eska 2.0 CID outboard motor at a marine flea market for \$20. I've not tried to do much with it yet — mostly because if I got it started, I wouldn't know how to shut it off — short of waiting for it to run out of gas. And that's just not practical.

I found an address for the company somewhere in Iowa and wrote them a letter, but it was returned. Does anybody know where I might be able to get an old owner's manual? I need to know the point gap, how to turn it off, and the other basics. I believe it's model #14220B, serial #02001107.

Paul Berger
Cyberspace

Paul — Eska used to make outboard and trolling motors that were sold under Sears, J.C. Penny, Western Auto and Montgomery Wards brands. It was purchased in 1988 by Certified Parts Corporation of Jacksonville, Wisconsin. The good news is that CPC continues to purchase and assemble all the major repair components for Eska units — including the 2 h.p. model. Contact them at (608) 752-9441 for further information.

↑↓PLANNING TO SAIL TO THE MARQUESAS

You have a great web site and a great magazine. I'm considering a cruise from San Francisco to the Marquesas and Tahiti with some friends. Can you recommend of any good planning resources?

Kyle Strand
Cyberspace

Kyle — We'd like to help you out, but you need to be a little more specific about what kind of planning you need to do. Are you talking about what you need in a boat and gear, what the weather will be like, what the best course might be, what will be required in bonds, when there are cyclones? If you read *Changes* and the articles in *Latitude*, you'll quickly pick up all the basics, at which time we'll be happy to try to fill in any blanks.

↑↓DOES CRUISING HAVE TO BE COMPLICATED?

I live aboard in San Diego and plan to head south — for the third time — next fall either on my own, with crew, or crewing for someone else. But the more I read about other cruisers, the more it seems that cruising is becoming more complicated. Is it true that we must now all have a GPS or two, a liferaft and an EPIRB? And in addition, a radar, laptop computer with weatherfax, SSB, watermaker, refrigeration, pressure water, TV, VCR, microwave and so forth? In the past, cruisers have gone to sea without all these 'improvements'. Lyn and Larry Pardey for one — or should I say two?

Are there still cruisers who go voyaging without an engine, and with just the basics of compass, log, charts, sextant and depthsounder?

Are their people out there who have left their complicated lives ashore — and are not recomplating them with excess gear while cruising? Who believe that it is by increasing our skills and living in harmony with the ocean that we become safer — as opposed to becoming safer by increasing the number of gadgets which ultimately can't always be trusted and must be backed up anyway? People who refuse to become equipment operators, and who value the satisfaction that comes from doing things the hard way? And who see the value of independence, simplicity, solitude, silence and being still?

I'd love to hear from these people or see their stories or letters in *Latitude*.

P.S. I'd like to compliment you and your staff on a first class sailing magazine. My favorite parts are the *Letters* and stories

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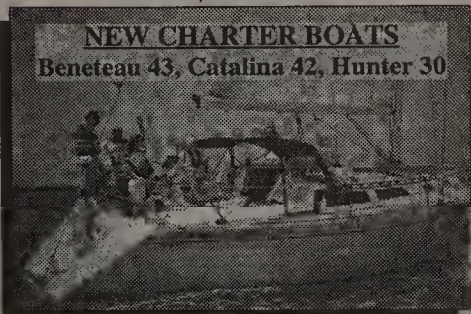
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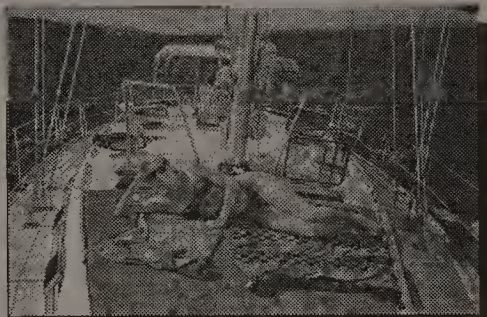
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LETTERS

by fellow cruisers. And I'm sorry to hear that Coast Watch will be no more.

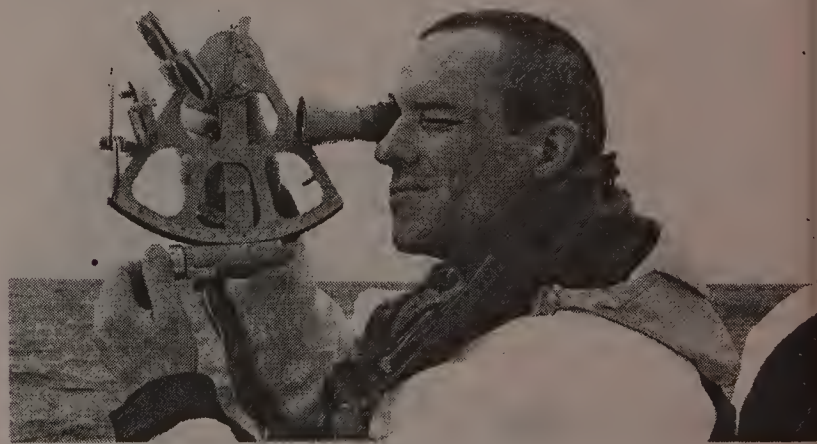
Barbara Molin
seagypsygirl@hotmail.com
Kelowna, British Columbia

Barbara — Thanks for the nice words. We're also going to miss Coast Watch. Opinions about what cruising gear simplifies or complicates life are like elbows: everybody has a couple. Let's go over your list:

If you're looking for simplified cruising, we suggest that you take two handheld GPS units and an old guidebook to Mexico — in which case you certainly wouldn't have to spend money on or clutter up your boat with a compass, knotmeter, log and sextant. Indeed, a GPS and a bunch of batteries have turned what used to be 'basics' into what cruising minimalists would call wretched excess. Based on personal experience, we also know it's possible to happily cruise Mexico without a depthsounder, the last of your 'basics'. A depthsounder is nice, of course, but a leadline can handle most of the important tasks.

This isn't to say some greatly experienced sailors wouldn't disagree with our view. The guy in the photo is Bob Mercer, who was learning to take sun shots on the way from Seattle to San Francisco during one of John and Amanda Neal's more recent Offshore Sailing Seminars on Mahina Tiare. We have no idea why they still teach sextant use on all their trips, but they do. Similarly, long-time cruisers Ty and Toni Knudsen recently bought a new sextant — see Sightings next month on their impending cruise to South America. Ty isn't exactly sure why he bought one either. But rest assured, that when it's overcast and/or gets foggy, both the Neals and the Knudsens rely on their GPS units.

We think EPIRBs are essential for all boats that sail more than 25 miles offshore. In fact, given the tremendous number of lives they have saved and because of all the valuable resources



Rod Mercer practices his marlinspike nav skills.

they have prevented from being squandered while searching the oceans for people, we think EPIRBs should be mandatory equipment on all boats that sail more than 25 miles offshore. See this month's Changes for yet another example of how an EPIRB helped save two lives at sea.

When we took our monohulls offshore, we always had a liferaft. But some very experienced cruisers — like the Knudsens — make long cruises without them. In most such cases, provisions have been made to use the inflatable as the liferaft.

Radar love! Having spent way too many anxious foggy hours off the coasts of California and Mexico in the '70s and '80s listening to the approach of unseen ships, we never want to be that vulnerable again. So we love radar, which makes cruising so much more safer and relaxing. If somebody would prefer to

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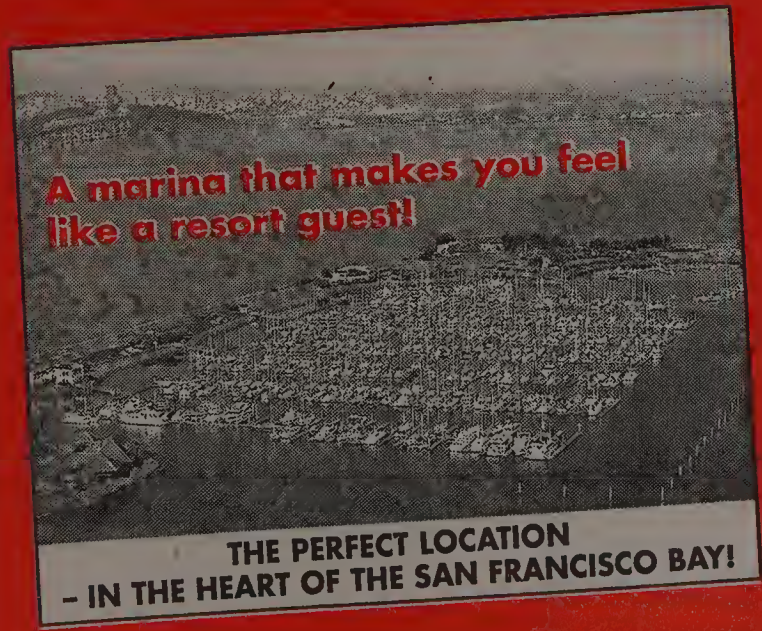
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LETTERS

flounder around blind in a busy shipping lane or have to make a blind landfall during a heavy squall, far be it from us to deny them that pleasure, but we'll take radar every time. Lowell North, however, is one who disagrees with us. After completing his circumnavigation, he told us that radar really wasn't important except in the few parts of the world where fog can be a problem.

Laptop computer and/or weatherfax? Steve Salmon and Tina Olton did a cruise to the South Pacific about 15 years ago, and currently they're about 3/4s of the way around the world on a circumnavigation. Looking back on their first cruise, they feel they were almost irresponsible for not knowing more about the weather before taking off on each leg. They know much more about the weather — and are thankful for it. We never had a weatherfax in all the years we owned Big O. In retrospect, we'd have sure felt stupid — or worse — if we'd ignorantly sailed into a severe storm and have somebody get hurt as a result.

A SSB has three primary uses: To gather weather information, to send email and/or chat with friends, and for communication in emergencies. But lots of folks cruise to Mexico without them. If Profligate wasn't the mother ship in the Ha-Ha each winter, we probably wouldn't have one either. But for people who like to stay in contact with family back home or sailing friends making the same passage, or folks who are going beyond Mexico into the South Pacific, SSB and/or Ham radio is very popular.

Cruisers are split over watermakers. Some people — particularly those who enjoy long showers — think they are indispensable. Others think they're not worth the trouble required to install and maintain. We tend to be in the latter school. For the last three winters our 30/gal/hour watermaker has been in our garage while our boat has been in Mexico. We haven't missed it. The Knudsens used to collect all their water in the South Pacific with boat awnings and such. Now that they're headed for dryer climes, they've purchased a watermaker. It's a personal choice.

Cruisers are split on refrigeration the same way they are split on watermakers: Is the cost and maintenance worth it? We cruised Mexico for several years with refrigeration, and several years without it. We could be happy either way.

Doña de Mallorca frequently complains because there is no pressure water for showers aboard Profligate, so everybody has to use gravity-fed Sun Showers. Eventually the boat will get showers, but so far life has been simple without them — and the Wanderer hasn't had to worry about carrying or making anywhere near as much water. Profligate is outfitted with a pressure water pump for the galley sink. It's nice, but tends to waste more water than a hand-pump would. So pressure water isn't that big a deal at all.

Profligate is not currently equipped with a television, VCR or microwave — and they're not expected onboard anytime soon. Yet lots of folks who've been out cruising a long time tell us they really enjoy staying in touch with civilization through movies and stuff. So to each their own.

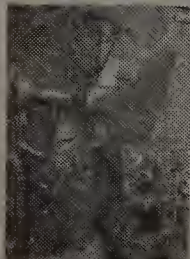
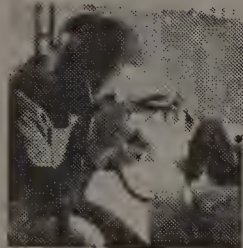
There are still a few folks who go out cruising without an engine, but not many. We love to sail, and even a zephyr is usually enough to satisfy us. Nonetheless, there are times and situations — trying to round Conception in sloppy seas or trying to make port before a big blow arrives — when we think not having an engine would be the height of foolishness — if not irresponsibility. But engines are expensive and require lots of maintenance.

All the 'improvements' you mention have one or two purposes: Increased safety and/or increased convenience. Personally speaking, we feel that things that make sailing safer are worth the extra expense and complications. When it comes to things that make life onboard merely more convenient — while at the same time more complicated — they just aren't as important. But each cruiser can choose from the buffet of things he wants or doesn't want.

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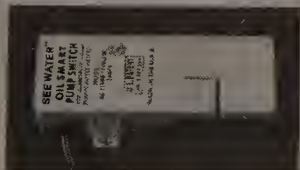


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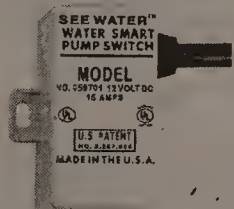


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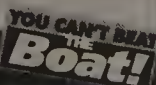
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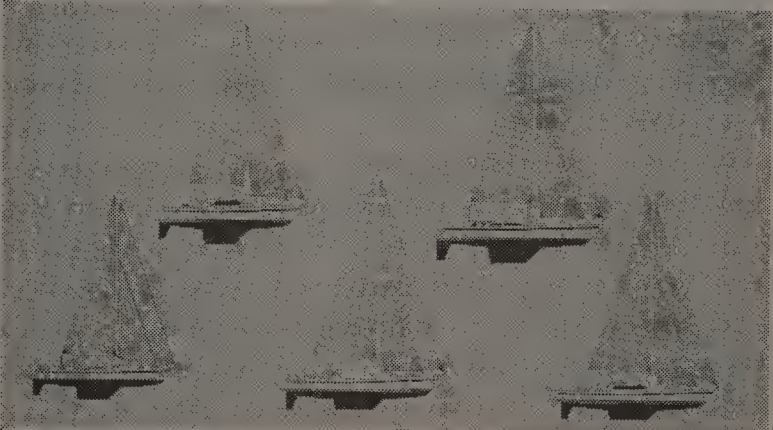


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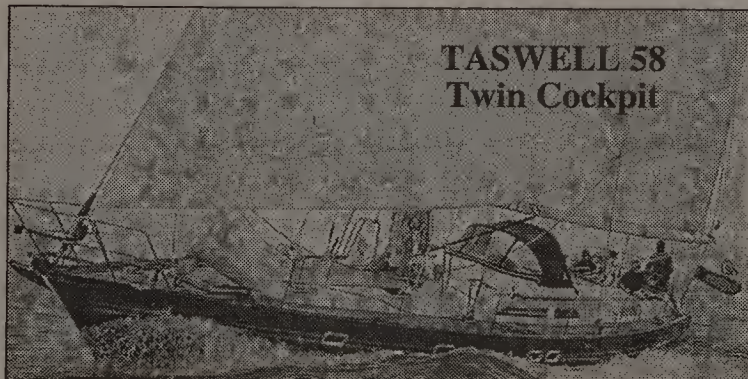


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LETTERS

↑↓ I ADMIRE HIS SHAMELESS LIBERATION

Although I met Shimon Van Collie earlier, it was while sailing with him as part of the *Leading Lady* crew that I got to know him best. He was rather quiet, the kind of quiet that comes from being an observer of human nature — like most good writers. His appreciation of life and of people was reflected by a bemused twinkle in his eyes.

Like me, Shimon grew up in a middle class community in New England with a 99% white populace. While I was comfortable with that, and in fact never gave it much thought, my impression was that Shimon was always trying to climb out of that box. His lifetime seemed an effort to break out, to cross racial and cultural lines. Shimon lived the noble dream that we all talk about, where there are no labels and all people are one.

Less than two years ago, I was reading my morning newspaper and there was a story that said Shimon-Craig Van Collie had won the 'dancing fool' contest and would be Grand Marshall of the Solano Stroll parade. Wow! I couldn't miss that! I was in Oregon the night before, but I woke up at 3:00 a.m. and drove two hours to the airport, caught the earliest flight back to Oakland, and drove as fast as I could to Albany to catch the parade. Finally, Shimon came gyrating down the street in a colorful satin costume, soaked in sweat from the brilliant heat of the morning sun, at the head of a band of half-naked women. I admire that kind of shameless liberation in people.

In early December, Tom Wylie and I went to visit Shimon. He was already bedecked in chemo hair, thin, tired, and in obvious pain. But I was glad to see the bemused look still gleaming in his eyes. He spoke of the joy of vivid memories, being able to relive the delight of sailing and of dancing the parades over again in his mind. One wistful comment struck me particularly, "I guess those were my two things, leading the parades and windsurfing the Farallones." I guess he meant it was his time in the limelight but I was stunned that he didn't mention his body of work: hundreds of articles and several books. Certainly whatever renown Tom and I have is at least partly due to Shimon's writing.

We were planning a last sailing trip together, along with his wife and son, just two days before he passed away.

Jim Antrim
El Sobrante

↑↓ WHERE TO LOOK FOR A GIB'S SEA

In the April issue, Syd Hudspith asked where to find out about Gib'Sea boats. I can report that in 1986 they were advertising 24, 40 and 52 foot sailboats, of which only the 24 had a swing keel. There were also 50 sales or service centers in France back then.

Gibert Marine, which manufactured the line, was headquartered at Marans on the west coast of France near La Rochelle. Beneteau, Jeanneau and Dufour were located within 100 kilometers, making for a cluster of boatbuilders not unlike Southern California in the late '60s and early '70s.

If Hudspith is really looking for a French swing keel boat, he might want to check out the Ovni model beachable swing keel beachable aluminum monohulls in the 40-foot range. A good place to look for these would be in the French sailing magazine *Bateaux*. It's available on any magazine rack — in France, anyway!

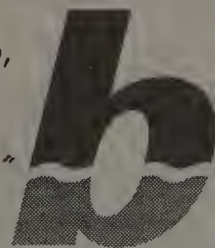
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LOOSE LIPS

Big motoryachts return to the Bay.

We can remember 25 years ago or so when Jim Gabbert, then the owner of K-101 radio, was selling FM radios for \$15 to



Jim Gabbert's new 'Invader.'

build the value of his station. He went on to sell it to buy KOFY-TV 20 and host *Dance Party* and other retro music shows. During much of this time, he owned — and perhaps still owns — the poweryacht *Defiance*, the pride of Sausalito Yacht Harbor. The photo here is not of the new Angel Island ferry, but *Invader*, Gabbert's brand new 167-ft Italian motoryacht. Talk around the waterfront is that Gabbert sold his television station for \$175 million a year ago. After the government took its 50% cut, pundits figure he was left with about \$80 mil, \$20 or so of which went to the new boat — give or take \$10 to \$20 million depending on the quality of the art — plus about another \$10 million for the private jet.

How could anything be better? Well, the dark cloud that hangs over every multimillionaire is that there's almost always somebody who has more money — a lot more money — than you. So in the case of Gabbert, his boat isn't even the largest yacht in Sausalito's Schoonmaker Marina. That honor belongs to Larry Ellison's 192-ft Darth Vader-designed *Izanami*. And that's the software mogul's little yacht. Additionally, Ellison's jet has three engines to Gabbert's two. Given the run-up in the price of Oracle stock, Ellison could easily afford to buy another 50 yachts and jets.

Speaking of new motoryachts, we know the following news is going to leave some sailors dazed and confused: Jimmy Buffet, long thought to be the patron saint of the sailing lifestyle, has reportedly purchased a new 90-foot Cheoy Lee 'expedition' style motoryacht. Frankly, it comes as no surprise to us, as the one-man music and writing conglomerate left his sailing roots long ago for all the toys and joys of serious affluence. If it's cool with him, it's cool with us. We still love his music — but wouldn't switch boats with him for all the marijuana in Miami.

Are we the only ones who aren't enamored?

Ever since author Patrick O'Brien passed away, critics have been singing the praises of his 20 Aubrey-Maturin historical novels that used the 18th century British Navy as the backdrop. Columnist George F. Will wrote, "O'Brien's Aubrey-Maturin volumes actually constitute a single 6,443-page novel, one that should have been on those lists of the greatest novels of the 20th century." Will goes on to say that readers of the first book in the series, *Master and Commander*, must have said to themselves "To think that I might have died without having read it!"

We're almost embarrassed to admit it, but we almost died of boredom as a result of reading O'Brien's first volume. We spend many hours each day reading newspapers, magazines and books, so we're not stupid. And in our university days, we studied the difficult writings of Proust, Kafka, Kierkegaard,

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Nietzsche and Wittgenstein. Yet when it comes to being obtuse and hard to follow, we'd have to put O'Brien right up with the rest of them. After all, is there anyone out there who claims to really know what happened in *Master and Commander*, the first installment? We doubt it. Worse still, there was no character development whatsoever.

If you were as disappointed as we were, we suggest you try our old favorite, Robert Louis Stevenson's *The Wrecker*. Thanks to well-developed themes, an action-packed plot, and wonderfully fleshed out characters, we must have read the book at least 10 times — and are ready to read it again.

Did you know. . . ?

The Slinky is not only one of the most successful toys of all time, it also comes in handy in school science classes to demonstrate such things as centripetal force (whatever that is) and the harmonics of lightwaves. The rest of the story? A engineer named Richard James invented the Slinky by accident in 1943 while trying to develop a spring that could help keep sensitive ship-board instruments steady at sea. One day in his office, he accidentally jarred a pile of stuff with a loose spring coil on top. He was amused by the way it "walked" down a pile of books, rather than just falling. The name of the guy who finally figured out how to calm those ship's instruments is lost in the annals of engineerdom, but James went on to found James Industries which is still run by his widow and continues to turn out Slinkies to this day.

Sticker search.

I need some help, and since you guys and gals seem to be good spirited, I thought I would turn to you. I saw a bumper sticker that said "I Luff For Mermaids." Brilliant, I say. I need one to distinguish my white-car-that-looks-like-a-bazillion-other-white-all-wheel-drive-cars. Anybody know where to find one? I promise it will have a good home; my car is not plastered with stickers. By the way, great mag. Many an afternoon has been spent in the cockpit reading *Latitude 38*, most enjoyable at anchor. Thank you!

— Amy, HONEYRUN@honeyrun.com

The big one.

The largest all-wooden ship ever built was Donald McKay's intended masterpiece, the clipper *Great Republic*. The 334-ft, four-masted, barque-rigged (no squares on the mizzen) clipper slid down the ways into Boston Harbor in October, 1853. She incorporated all the modern technology of the time, and it was hoped her 15,000 square yards of sail would usher in a whole new era of speed and efficiency.

Alas, we will never know if *Great Republic* could have rewritten the history books. The day after Christmas, she was lying in New York, her holds full and new sails bent on for her inaugural voyage, when a fire started in a nearby bakery. A gale was blowing and hot cinders ignited the clipper's sails. Before anything could be done, the *Great Republic* was burning like a forest fire. With fire hoses of the time unable to squirt water more than a few yards up her 200-ft spars, the ship was cast off from the pier and towed into the river, where she burned for two more days, then sank.

Insurance covered McKay's considerable investment in *Great Republic*. The ship was eventually sold, raised, her hull cut down and a smaller rig put in her. She led a full but unremarkable life. She was lost in a hurricane off Bermuda in 1872.

It may have nothing to do with the ship's initial bad luck, but *Great Republic* was reportedly the only McKay ship ever christened with water. The more traditional ceremony had to

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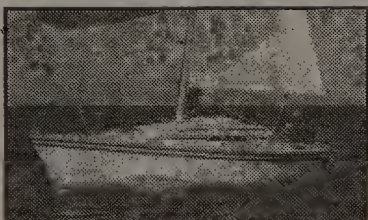
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LOOSE LIPS

be changed at the last minute because McKay's eldest son and some yardmen drank up all the champagne the night before the launch.

Loose Lips question of the month.

In the world of sailing, what does 'doughnut' refer to? Answer at the end of *Loose Lips*.

Exotic problem.

Possibly one of the largest influences man has had on nature has nothing to do with driving cars or misusing Freon. It is in introducing foreign critters into environments that never saw them before, sometimes with disastrous results. This most often occurs when ships take on ballast water in some foreign port and then pump it — and every living thing swimming around in it — out into local bays and rivers when they arrive stateside. It is by this method that an estimated 300 or more species have been introduced to Bay Area waters over the years. Most are inconsequential. Some, such as the Chinese mitten crab locally and the zebra mussel nationally, have taken hold and taken over, either pushing out indigenous populations of sea life or causing huge problems for the ecosystem — or for man. The fresh-water zebra mussel is one of the most serious offenders, costing millions of dollars annually to clean fast-growing colonies out of the water intakes of power plants, for example.

While much of the damage has already been done, efforts are being made even at the recreational boater level to educate people and stop this 'cross pollination' of species. (Example: Zebra mussels attached to the bottoms of boats can live for days out of the water. If the boat is transferred to another body of fresh water during that time, bingo — the place is 'infected.') To help get the word out, the University of Minnesota Sea Grant program has put together an 11-minute video titled *Stop Exotics, Clean Your Boat*. Narrated by actor John Ratzenberger (Cliff Claven on TV's *Cheers*), the tape is designed to be shown at visitor and environmental centers, retail outlets, boater training sessions and so on. Copies are available for \$10 each via phone (218-726-6191) or email: seagr@d.umn.edu.

Why didn't we think of that?

The Brits might have lost the Empire, but at least some of them still have their sense of humor — and a warped sense of adventure. This would include Bill Dunn and Dan Synge, who work for the English edition of *Esquire* magazine — which, by the way, is far more entertaining than the American version.

Dunn and Synge were sitting around a Soho pub and got to wondering: We know where the North and South poles are, but what about the West pole? After consulting a map in the Piccadilly Circus Underground station and discovering that 90° West seemed to be in the midst of the Galapagos, they called the nearby Greenwich Royal Observatory for confirmation. They were informed that the West Pole indeed existed — but "nobody ever had the gall to 'discover' it."

If Dunn and Synge have anything, it's gall, so they somehow got watchmaker Tag Heuer — who has sponsored many great sailing and other adventures — to pick up the tab. At last report, they were on their way to charter a yacht to find the pole. Their intention was to anchor a flagged buoy and claim the West Pole "for *Esquire* and St. George", then bring home a barrel of West Pole seawater to prove we'd actually been there."

Well done, chaps! Britain may no longer be able to mount an America's Cup challenge or concoct other great sailing adventures, but at least there is some pulse left.

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LOOSE LIPS

Sue Shellenbarger reports on the future of work in the March 29 *Wall Street Journal*:

"Companies that called Steven Reinecke for advice on ergonomics for two years had no idea where Mr. Reinecke, then a consultant, was working. It was probably a good thing. He was running his business from a sailboat in the Atlantic and Caribbean, where he lived with his wife and infant son. When the baby cried, he rowed away in the dinghy to call clients. For longer projects, he took to the beaches, his laptop hooked to a car battery. Aided by a cell phone, an antenna mounted on his mast, a pager and an answering service, Mr. Reinecke found his wild environs help him to be efficient. 'It was easy to concentrate on what I had to get done,' he said."

Shellenbarger went on to say that the number of people working at home, no matter how you define 'home', has surged to 20.1 million people. When high speed data becomes available by satellite in three or four years, expect that number to become even greater.

Donde es?

Several readers have written in to complain that they haven't been able to find a copy of Kathy Parsons' *Spanish for Cruisers, the Boat Repairs and Maintenance Phrase Book*, which was reviewed in *Latitude* two months ago. Not at West Marine, not at *Amazon.com*, not anywhere. So we contacted Parsons, who says readers can find the book by contacting Seaworthy Publications at (800) 444-0138 or visiting their website at: www.seaworthy.com. Kathy Parsons can be reached at: info@spanish4cruisers.com.

Santana is on the web.

No, we don't mean that 'new guy,' Carlos Santana. This *Santana* is the recently restored schooner which will always be best remembered as the favorite yacht of one of its former owners, Humphrey Bogart. As detailed in several *Sightings* articles last year, the boat was designed by Sparkman & Stephens and built in 1935 for oil executive William H. Stewart. However, she spent most of her life as a yawl, including the period from 1945 until 1957 when Bogie had her.

Her present owners, Paul and Chris Kaplan, recently restored the boat to her original glory. The complete refit included a few concessions to modernity, and a major one to history: the Kaplans decided to restore her to a schooner rig.

The end result of the seven-month project is a breathtaking sight under sail, and an equally impressive one on deck or below. With her website up and running at www.thesantana.com, you can vicariously enjoy the boat's history, restoration and sailing photos. The Kaplans also invite and encourage those who have contact with the boat to contribute to her history — there is a section of the website where anyone who ever sailed aboard can contribute his or her remembrances of days past on this grand yacht.

If you're lucky, maybe you'll catch her out sailing one day — and imagine, as we did, Bogie smiling down with satisfaction.

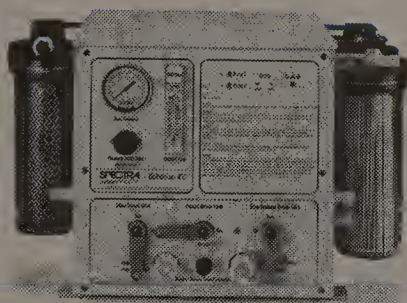
Lips answer of the month.

A 'doughnut' is of course a type of pastry eaten with coffee. But a particular meaning in the sailing world is the process by which a diver hired to clean the bottom of a boat only does so from the waterline to about two feet down. That way, the bottom looks clean to the casual eye, but could well have an entire ecosystem thriving down deep. A tell-tale sign that you've been 'doughnuted' is that your boat moves through the water as though she's still tied to the dock.

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north v. sobstad

On March 31, a federal court in Hartford, Connecticut, found North Sails guilty of infringing sailmaking patents held by Sobstad Sails. The ruling could have far-ranging effects on sales of North's high-end 3DL sails — indeed, on the future of the company itself.

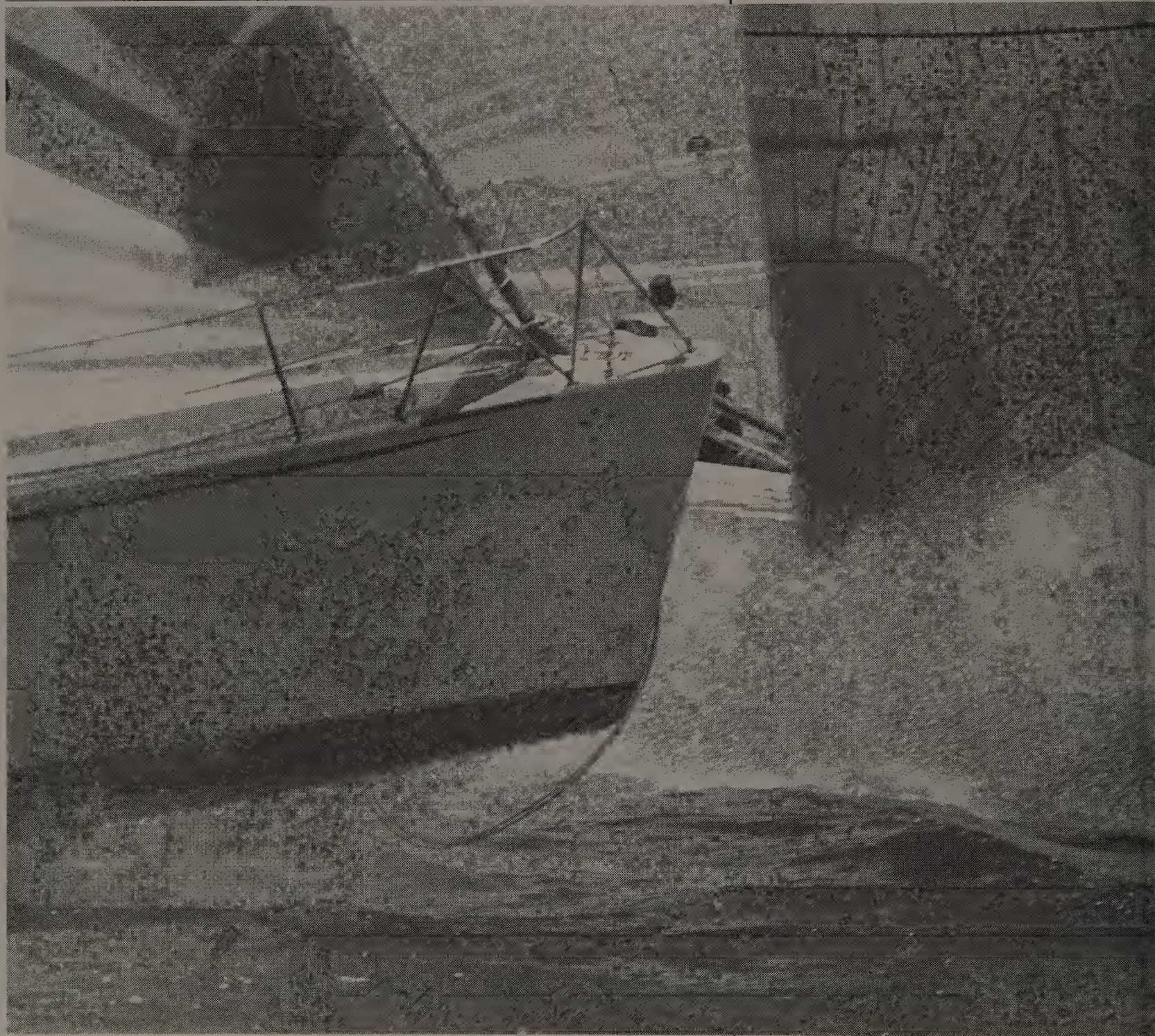
The three patents involved were issued between 1986 and 1989. All apply to Sobstad's 'Airframe' technology — a combination of computer design programs, specialized molding techniques and high-tech composite integration. Sobstad presently uses this technology to build their Genesis brand sails.

3DL and Genesis sails are quite different from the Dacron sails with which most weekend sailors are familiar. Instead of being sewn from woven material, they are formed and 'built' over a large mold that gives the sail its shape (see sidebar). The advantages are many: strength, low stretch and light weight — around a third of what an equivalent

continued on outside column of next sightings page

it was a joke,

Some of you apparently didn't 'get' it last month, so we're going to have to explain it to you. As with every punch line, this will likely lessen the humor quotient quite a bit, but here goes: The lead *Sightings* item in the April issue entitled *Silicon Bay on the Way* is *not* happening. There will be no highrises built, no dredging and filling of 1,000 acres of prime Belvedere waterfront and no new 450-berth marina. It's true that the so-called Reed's Port development was proposed — and killed — back in 1957. (You can read more about it in an excellent 1998 book by L. Martin Griffin, M.D., called *Saving*



people!

the Marin-Sonoma Coast. But not now.

So all of you planning petition drives and demonstrations (this we're not kidding about — a few people actually called or stopped by to say they were starting campaigns) can call off the dogs. It was an April Fool's joke, which we thought was made plain by the last line: "ground breaking is expected to begin one year from today's formal announcement, April Fool's Day, 2001."

Jeez, it's a good thing we didn't put in anything about the plan for the four-lane highway out to Stinson Beach. . . .

We're kidding. . . !

The battle of the sailmakers extends well beyond the water these days.

north/sobstad — cont'd

Dacron sail would weigh. 3DL in particular is widely used at the highest levels of sailing, including the Farr 40 circuit, the Whitbread Round the World Race and the America's Cup. To put this court decision in the proper perspective, you should also know that North's 3DL accounts for approximately 70% of the Grand Prix market. The other 30% of sails are supplied by other sailmakers who sell either properly licensed or non-infringing sails. North is the world's largest sailmaker with sales of roughly \$55 million last year — about \$12 million (22 percent) of which came from 3DL. Sobstad is ranked a distant second with about \$10 million in worldwide sales annually.

Per the initial ruling, North was to stop all production of 3DL sails at its Minden, Nevada, plant immediately. Additionally, it was to pay Sobstad a 7% royalty and compounded interest on all sales of infringing sails since 3DL production began in 1992. The court found that the parties responsible for payment were not only North, but Windway Capital Corporation, which owns a controlling (81%) interest in North, Windway CEO Terry Kohler, North's President Tom Whidden and Executive Vice President Jay Hansen. North Sails' principal office is in Milford, Connecticut. Sobstad is headquartered in Greensboro, Georgia.

"It has been a long arduous battle by our small company against the world's largest sailmaker," said Sobstad President Peter Conrad, who initially applied for the patents in the mid-'80s. "I am very pleased with this ruling."

Conrad wasn't so pleased a week later when the court backed off on its initial ruling, stating on April 7 that North would be allowed to continue building 3DL sails pending the outcome of their appeal. However, North must pay all further earnings from 3DL sales into an escrow account to be paid to Sobstad if Conrad prevails on the appeal. Sobstad lawyers lodged vehement protests against the stay and threatened to request that damages to Sobstad be enhanced threefold, which is allowed under the patent statute.

(There has been no love lost between Conrad and Whidden for years. In the late '70s through early '80s, the two worked together to build Sobstad into a sailmaking presence. A falling out led to Whidden's departure in 1986 to join North. It's no secret that they've been bitter business enemies ever since.)

A key issue of the ruling seemed to be whether the infringement was willful or not. Sobstad — and the court — felt it was. For its part, North obtained two legal opinions early in the development of 3DL that determined it did not infringe on any patents. In fact, North was awarded their own patent on aspects of the 3DL product and process.

That's where this complex case stood as of mid-April. Whatever the final outcome, North says it will remain viable and will do everything in its power to put customers' best interests in the forefront. Sobstad — which no longer has a presence west of the Mississippi but is still a going concern in other areas of the country — will also continue to make high-end racing sails.

how they're built

Top-end racing sails like those named in the North/Sobstad suit are 'engineered structures', and the way they're built bears little resemblance to that of 'cloth' sails. The process starts with a three-dimensional computer design. Another program reads the design file and instructs a large, articulating mold to assume the designed shape of the finished sail.

A high-tech film such as Mylar is draped over the mold and tensioned. A robot arm applies kevlar 'threads' to the surface of the film. Per the computer design, the threads are applied precisely along the anticipated load lines of the sail.

Once the yarns are laid, a second film of Mylar gets positioned on top of the sail, which is then covered with a large vacuum bag that compresses the laminate. Heat is applied to cure the 'sandwich' and the sail is left on the mold to set its shape. When the laminate has cured, corner reinforcements, bolt ropes, batten pockets and so on are applied by hand.

peace between the principals

A short time ago there was a stink over who was the 'first American woman to sail around the world singlehanded.' Pat Henry of Santa Cruz, seen in the accompanying photo, seemed to be the first with



Pat Henry.

Southern Cross, her *Southern Cross 31*. "I didn't set out with any records in mind," she told *Latitude*, "it was something that just happened over time."

That it happened at all is quite remarkable. Although Pat had a nice boat and the basic gear, that was about it. She figures she lived on about \$200/month during the eight years and one day it took her to go around. She raised money by selling paintings off the transom of her boat. But there were times when there wasn't much money — and therefore not much food.

About two years later, Karen Thorndike of Seattle completed a singlehanded circumnavigation aboard her *Rival 36 Amelia*. Some of her supporters claimed that hers was the first 'official' singlehanded circumnavigation by a woman. In their view, Pat's cir-

cumnavigation didn't qualify because she did it via the Panama and Suez Canals rather than Thorndike's route around the five southern capes.

One of the problems with claims to sailing records is that there is no single authority and therefore no arbitrator of such disputes. A couple of organizations have tried to become the authority, but in our opinion haven't achieved the critical mass of widespread acceptance. Perhaps the closest is the *Guinness Book of World Records*.

Interestingly enough, the fellow in charge of Guinness records said he wouldn't recognize either Pat or Karen's claims to the record. For one thing, Guinness no longer recognizes sailing records based on gender or nationality, so both Henry and Thorndike wouldn't have received consideration. Furthermore, the Guinness man said that Thorndike would have been disqualified because a crew returned her boat to the Falkland Islands after she thought she'd suffered a heart attack. For what it's worth, back when Guinness did accept gender-based records, Krystyna Chojnowska-Liskiewicz of Poland was recognized as being the first woman to have sailed around the world (in 1977) — despite the fact that she, like Henry, had used both the Panama and Suez Canals.

Not wanting to get into a squabble over a record, Henry had tried to email Thorndike a conciliatory message as the Seattle woman was completing her circumnavigation. For whatever reason, Thorndike didn't receive the message for almost a year.

Henry was unsure what it meant when she didn't get a response. Then last August, Thorndike called Henry to let her know that she had nominated her for the Joshua Slocum Society's 'Golden Circle Award'. In fact, Thorndike was going to present it to Henry in person — something a last minute problem ultimately prevented.

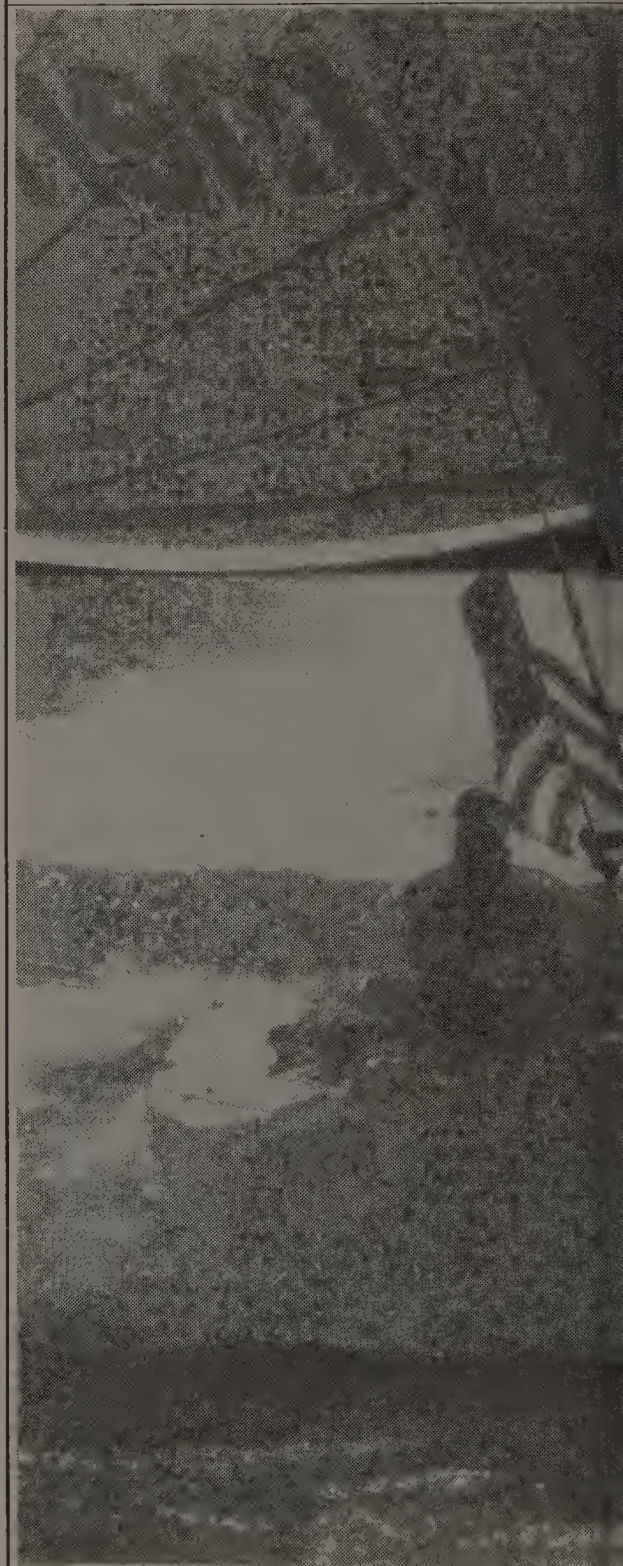
In any event, Henry happily reported that she and Thorndike got along wonderfully, have become great friends, and have deep admiration for each others' accomplishments. "That she was the first American woman to sail solo around the world via the southern capes, and that I was the first American woman to sail solo around the world via

continued on outside column of next sightings page

so much for the

She started life as *Il Moro Di Venezia V*, won Italy's first ever race in an America's Cup in 1992 (but lost the Cup to Bill Koch's *America³*), and reincarnated in 1998 as *AmericaOne's* Bay Area billboard and business card. Now International America's Cup Class (IACC) boat #25 has a new life and a new syndicate: the Seattle Challenge for America's Cup 2002.

The Pacific Northwest announced the newest American challenge for the Auld Mug in mid-April. The syndicate is headed by businessman Russell Belden and will



'super syndicate'

sail under the burgee of the Seattle YC. The syndicate has already signed on sponsors Helly Hansen and the Seattle law firm of Caincross and Hempelmann.

Ol' number 25 was purchased from the *AmericaOne* team. The watermelon-red boat has been on the hard over at KKMI Boat Yard since the A-One team left for Auckland last year. The boat will now wear the name *Spirit of Seattle*, and the spiffy new graphics shown below.

For more on the Seattle Challenge, visit their website at www.seattlechallenge.org.

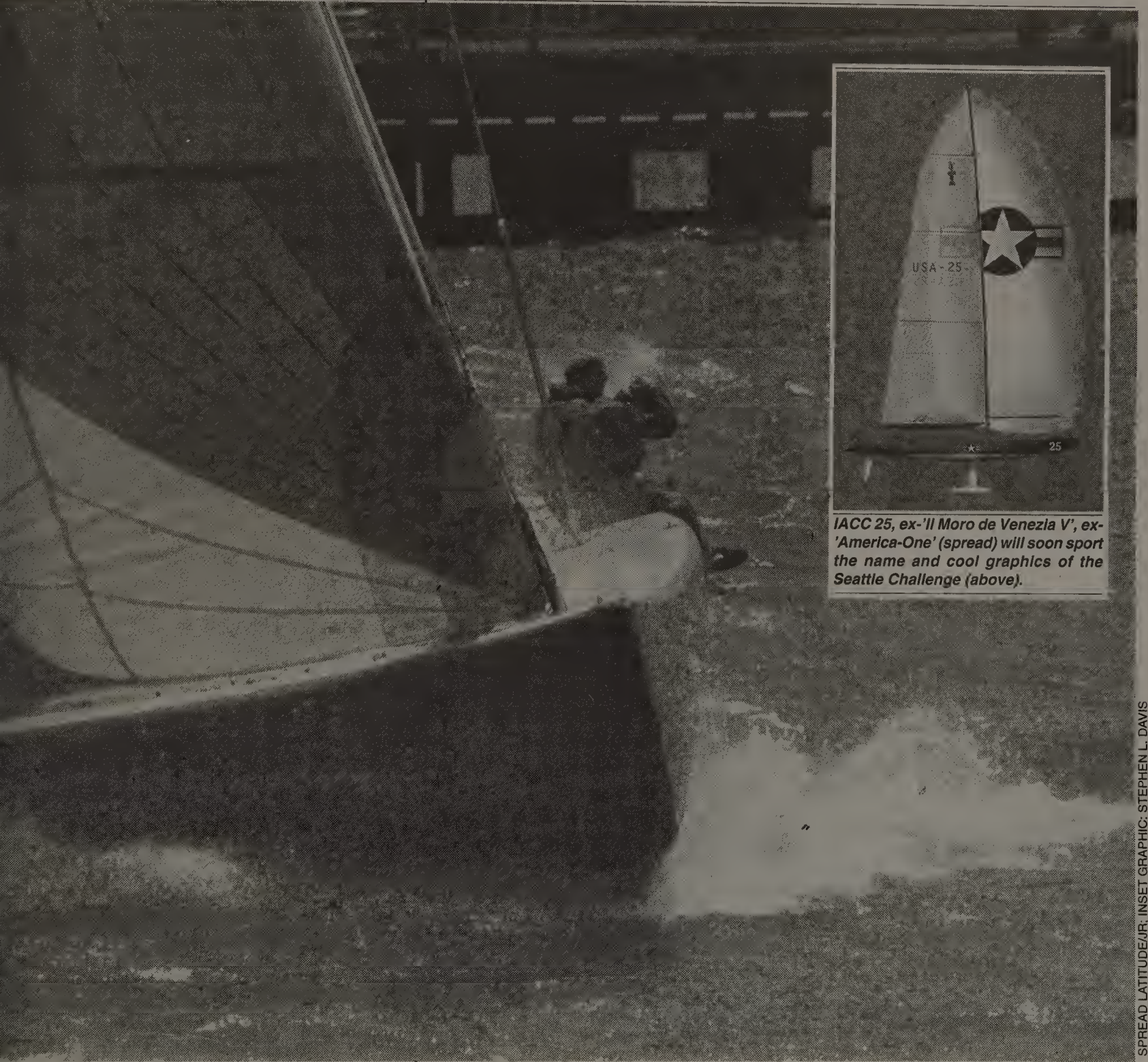
peace — cont.

the Canals is fine with both of us," Henry said. In a world overflowing with senseless bickering, we'd like to recognize both Henry and Thorndike not only for their tremendous sailing accomplishments but also for the ability to put friendship above egos. Good on both of you!

Henry told us this story while sailing as crew aboard *Profligate* in the final race of last month's Banderas Bay Regatta. Both she and her boat have resided in Puerto Vallarta since she completed her circumnavigation three years ago — but this was the first time she'd been sailing since.

Henry has written a book about her circumnavigation that will be published soon, and it should be interesting on a variety of levels. For instance, Henry told us that while halfway to the Marquesas on her

continued on outside column of next sightings page



IACC 25, ex-'Il Moro de Venezia V', ex-'America-One' (spread) will soon sport the name and cool graphics of the Seattle Challenge (above).



Thanks to Vallejo Yacht Club and the VNA Hospice Foundation for commissioning artist Jim DeWitt to do custom apparel for the Vallejo Season Opener and the Hospice Regatta!

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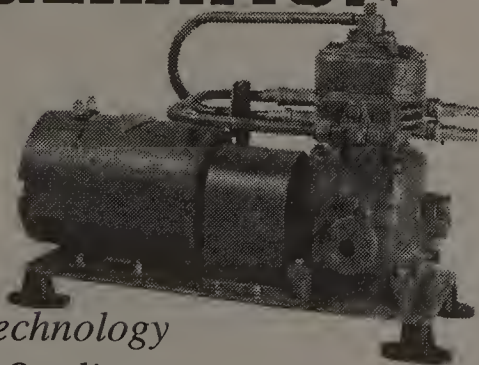
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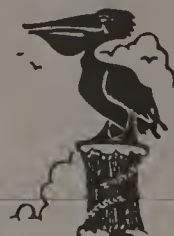
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peace — cont'd

first long ocean passage she started to suffer from sciatica. Afraid of what was happening, she stopped to carefully analyze her condition. She decided that the sciatica was merely a manifestation of the fear she felt about crossing the ocean alone. Once she realized that the problem was fear, she was able to deal with it and the pain went away.

And after she finished her voyage, she was given a large and lovely place in Puerto Vallarta to live in while she worked on her art and book. After a short time, she developed a troublesome pain in her neck. After analyzing it, she came to the conclusion that it wasn't a real pain in the neck, but pride. "I don't feel right if I get something that I don't earn," she said. "So I have great difficulty accepting gifts. There was a time in the western Pacific," for instance, "when I almost went hungry because I wasn't able to accept gifts of food." Once she worked out the pride, the neck pain disappeared and she was able to continue with the book.

bay boaters have a ball

Giants fans haven't had much to cheer about so far this season, but the new Pac Bell Park is so cool, only the diehard faithful have really cared that (in mid April), the team had yet to win a single home game.

Among attendees at the new ballpark was a segment of fans new to baseball — boaters. For each home game, a small flotilla of yachts has congregated in 'McCovey Cove,' the section of China Basin adjacent to right field. They can't actually see the games from deck level (portable radios and TVs provide play-by-play), but they are in a unique position to be part of the games. And, it so happens, in a unique position to make a little local baseball history.

The first was Billy Martinelli, who was bayside in his 60-ft schooner *Gaslight* for the first exhibition game at Pac Bell on March 31. He had barely sent crewman Jay Hawkins up the mainmast with a camera and a pair of binoculars when Jay shouted, "Here comes one!" A baseball hit by Seattle Brewers infielder Sean Berry (during pre-game batting practice) landed in the water about 30 feet from the boat. Billy tried to maneuver the boat around to get the ball — "I forgot a net!" he laughs — but when the crowd in the park started chanting, "jump, jump, jump!", Billy stripped off his shoes and shirt and dived in the cold Bay water. As he came up with the ball and lobbed it to Jay's wife Janice, the crowd went crazy. Not only was it the first ball that had been recovered since the Park's completion, but the *Chronicle's* Carl Nolte called the crowd reaction "the historic first cheer of Pac Bell Park."

Tom Hoynes was next. He'd left his Coronado 34 *Sabrina* at her Alameda slip and zoomed over to the game in his Zodiac. While many other boats in the cove were anchored, Tom kept the motor putting just in case. Early in the game, "I heard the crack of the bat and the roar of the crowd," says Tom, "and I looked up in time to see the arc of the ball coming toward us." The ball hit the water about 30 feet away from Hoynes, and Tom quickly zoomed over to scoop it up. (Baseballs apparently float for only a few minutes before getting saturated and sinking.) Tom also got a big cheer from the enthusiastic crowd — and several more as the day progressed. "People would yell down from the stands, 'Hold up the ball!' And then they'd all cheer."

He learned later, when the interviews started, that Pac Bell's first official 'water ball' was hit by none other than Barry Bonds.

Hoynes now jokes about what's happened since. "What's the recipe for an instant Giants fan?" he asks. "Drop one home run ball in McCovey Cove, stir for about 10 seconds and up comes an instant Giants fan."

During the course of the rest of the game that day, Tom was interviewed by one radio and one TV station, ushered into Channel 2's announcers booth for an interview there, and that evening, his brother in Houston watched him get interviewed on ESPN! He has since been featured on several other sports shows, gotten his story and/or photo in several newspapers and has appeared on *Mornings On 2*. He even got a free pass to the Giants first regular season game on April 11.

continued on outside column of next sightings page

catnip cup

A quick reminder to all cruising catamaran owners: the Catnip Cup Rally from San Francisco to Vallejo and back will indeed be held on June 10-11. While the tides won't be perfect, they're the best in that general time frame, so we'll make them work.

This is not a competitive event, but rather a simple get-together so folks can say hello and check out each others' boats. So far the following owners and boats have said they'll participate: the Jones family's Gemini 3000 *Full House*, Bob & Cathy Cliff's PDQ 32 *Cat Pause*, the John Bruner family's PDQ 32 *Laminar Flow*, 'Captain Stan' and his Custom



cometh

39 *Apparition*, Chuck and Ellie Longacker's Catana 42 *Cat Ballou*, Blair Grinols' Custom 46 *Capricorn Cat*, Volker and Mai Dolche's Marquises 56 *Dolce Vita*, and *Latitude's* Surfin' 63 *Profligate*. We expect — and hope — there will be several more.

If you want to sail in the Catnip Cup but don't have a cat, the Wanderer will take any couple on *Profligate* that makes a tax deductible \$250 donation to the *Gaslight* Sail Fund. It's a great cause and it will be a good time.

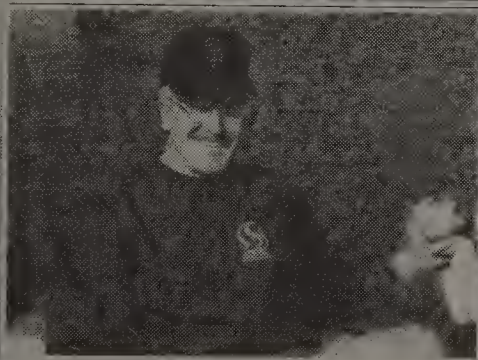
If you want to take enter, sail on *Profligate* or have any questions, email richard@latitude38.com.

having a ball — cont.

He's also had a number of offers for the ball, all of which have so far been turned down. "One guy on a big powerboat offered \$1,000 right on the spot," he says. And I've since had an offer for \$5,000. I'm not saying I'll never sell — my truck's going to need tires sooner or later — but for now I'm going to hold onto it."

It's worth noting that as of late April, no other game balls — homers or otherwise — had gone into the Bay. Hopefully, the lucky boater that catches that famous ball will also let us know about it.

We'll end this fun item with a serious note: several boaters who have visited the cove during games saw accidents waiting to happen. Such as guys in dime-store inflatables and no lifejackets, or kids or fans willing to dive in the water after balls without considering how they were going to get out (there are no ladders or other methods of climbing ashore). As boaters, we can do our part by keeping a lookout for potential accidents and — if needs be — pulling overzealous fans out of the drink.



If you build it, they will come — Above, Tom Hoynes with Barry Bonds' first 'outie'. Right, Billy Martinelli (and admirers) got the new ballpark's first cheer by diving for Sean Berry's practice homer. Left inset, a ballpark view of McCovey Cove. Spread, night action on the Cove.



fools of the road

With a new boating season upon us, it's a good time to review two important boating rules. One is just a matter of basic human decency, the other is somewhat unique to the operation of a boat.



Here's a scene all sailors know and love —NOT! It's a good thing road rage is confined to roads.

We're sure this will shock most of you, but some skippers think nothing of pulling into any open berth or end-tie they find, and leaving their boat "for just a few minutes". Unfortunately, the "few minutes" usually stretches to half an hour — if not several hours. Oddly enough, these skippers are often the same people who would get their knickers in a twist if anyone briefly blocked their driveway or slept in their bed.

The rule of thumb is simple: If you don't have specific permission to tie up at an end-tie or slip, don't do it. Let's review this concept, because it's hard for some mariners to grasp: No permission to use a slip or end-tie, no tie up.

There are a couple of selfish reasons you don't want to tie up without permission. First, it's against the laws pertaining to Theft of Service and/or Defrauding an Innkeeper. As such, you may return to find your boat or dinghy chained to the dock — and not be able to get it back until the harbormaster returns to work. In the case of a weekend, the harbormaster often won't return until Tuesday.

Second, you may return to find that your boat is no longer there. As much as some frustrated harbormasters would like to untie such boats and dinghies and set them adrift, most won't. The same cannot be said for the boatowners who one too many times have returned to find their berth occupied. Such retaliation can't be condoned, but when someone is a victim often enough, it can be understood.

The dividing line between cool and uncool behavior is asking if a vacant end-tie or berth can be used — even if it's just for five minutes. So before pulling into a vacant slip or end-tie, get on your radio or cell phone and call the harbormaster to ask for permission. Do not tie your boat up and then walk to the harbormaster's office to ask, as in the interim the rest of your crew will invariably head off for the bathroom, in search of food, and otherwise disappear for half the day.

Some harbormasters will always answer 'no' if you ask to tie up. Usually they are the ones who have been repeatedly burned by people who promised to stay for five minutes but didn't return for five hours. But there are other harbormasters who realize that berthing is tight — particularly in places like Sausalito — who will try their best to accommodate as many mariners as possible. But the key with them is that permission be asked first.

"If a skipper calls to ask if he can tie up for an hour or so, I'll do my best to help him out," says one harbormaster who asked to remain anonymous. "But if they pull in and tie up in the distant reaches of the marina so I've got to walk all the way out and find out what they're doing, I probably won't have any room for them. And if they are the 20th boat of the weekend to have tied up without asking permission, I

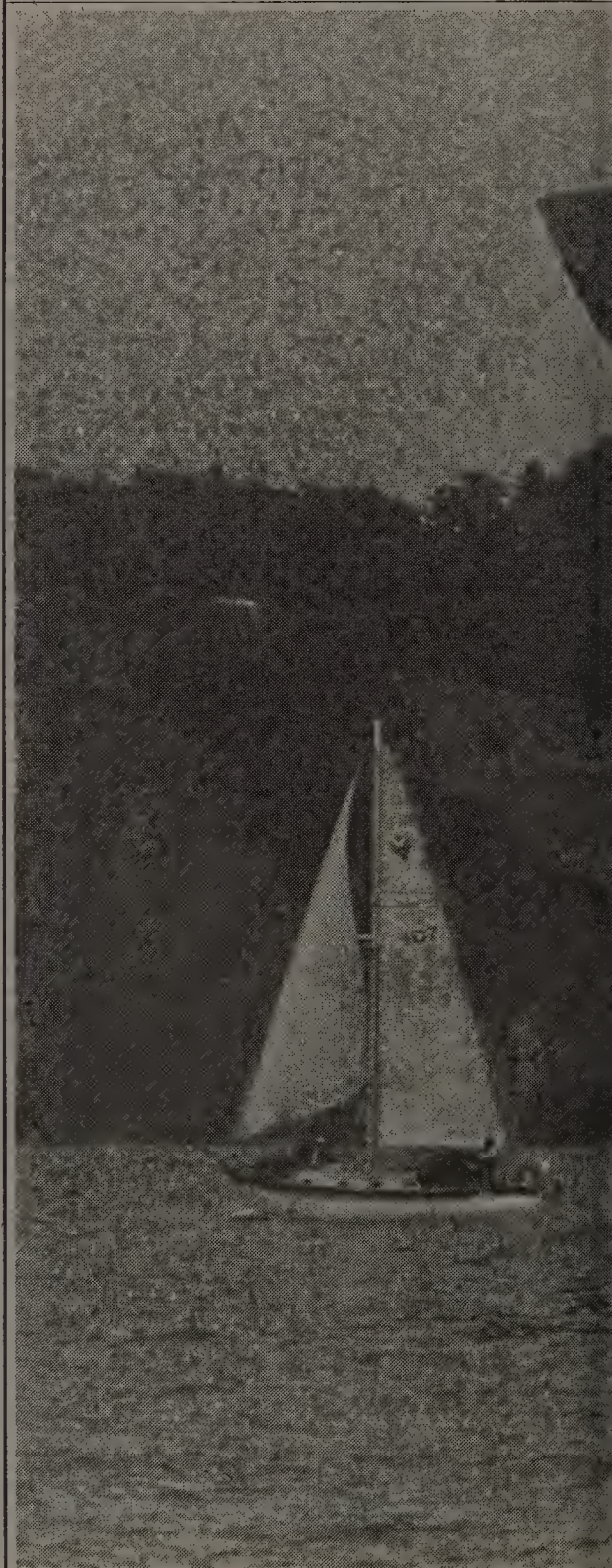
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dewarucci

If all goes as planned, the 191-ft Indonesian barkentine *Dewarucci* will have returned to the Bay at the end of April.

Dewarucci was here last July as part of the Parade of Tallships. In fact, she stood out from the other Class-A square riggers by carrying nearly all her 11,000 square feet of canvas during the parade.

The ship and its 200 cadets are returning to the Bay Area in part for the goodwill shown them on their last visit — and to hopefully raise funds for a refit of the



returns to bay

half century old ship, which was built in Germany in 1952.

The ship is scheduled to depart for the East Coast on May 8, where she will participate in OpSail 2000 this summer.

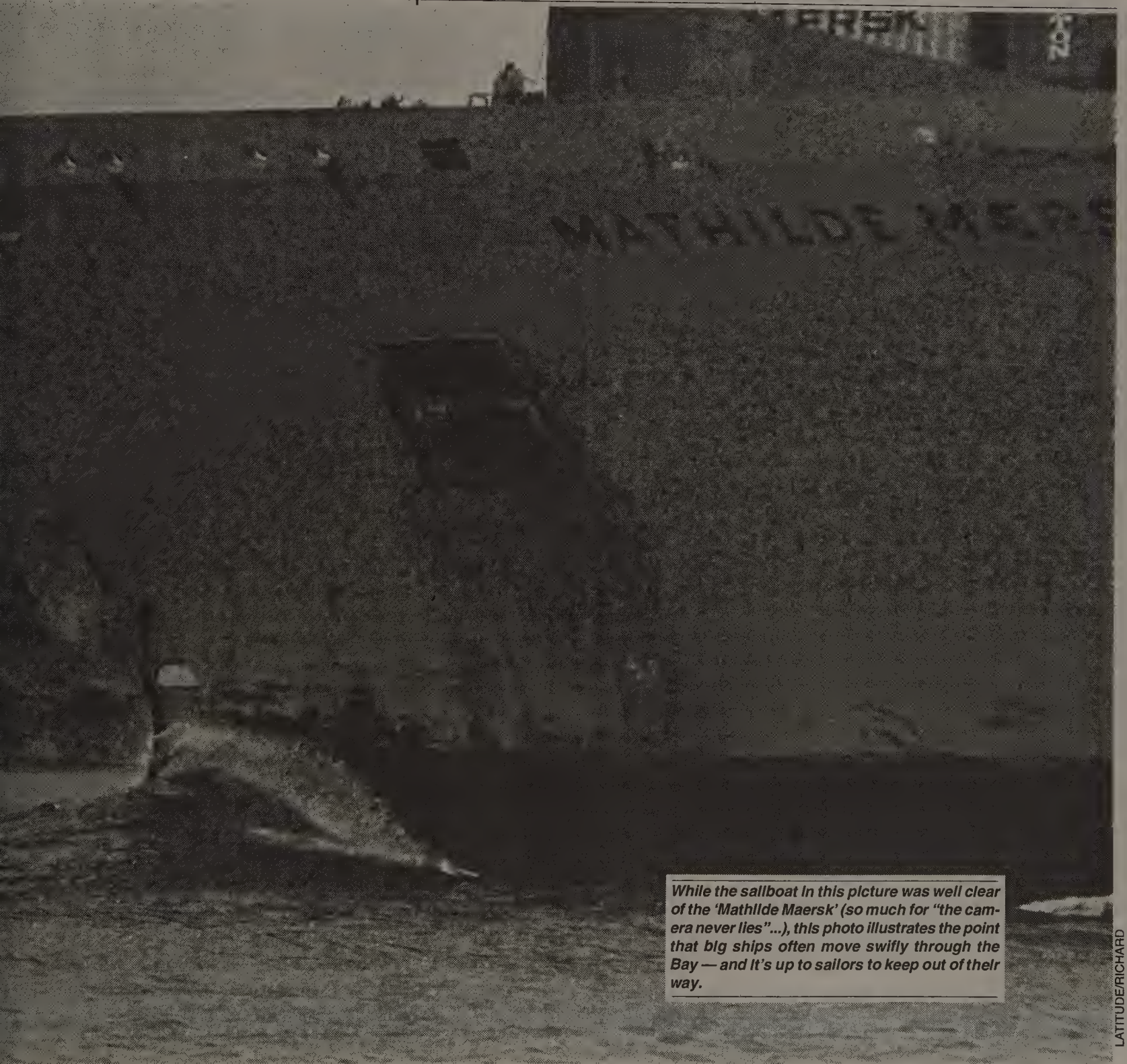
While in the Bay, the ship will anchor in Belvedere Cove off the hosting San Francisco YC. A number of benefits are planned and she will be open to the public during her stay. For more information, call the San Francisco YC at (415) 435-9133.

fools — cont.

might even holler at them."

Operators of fuel docks often experience similar problems. The guy leaves his wife or girlfriend with the boat while it's being fueled, during which time he takes off for the nearest chandlery or sandwich shop. He thinks he'll just be gone a minute or two, but on the weekends delis and chandleries are busy. As a result, the few minutes turns into half an hour, totally pissing off the fuel dock operator, the skippers of the other 10 boats waiting to fuel up, and the wife or girlfriend who has been the object of glares and nasty remarks. Most fuel docks try to be accommodating when they can. But if you say you're going to be back in five minutes, make darn sure you do what you promise.

continued on outside column of next sightings page



While the sailboat in this picture was well clear of the 'Mathilde Maersk' (so much for "the camera never lies"...), this photo illustrates the point that big ships often move swiftly through the Bay — and it's up to sailors to keep out of their way.

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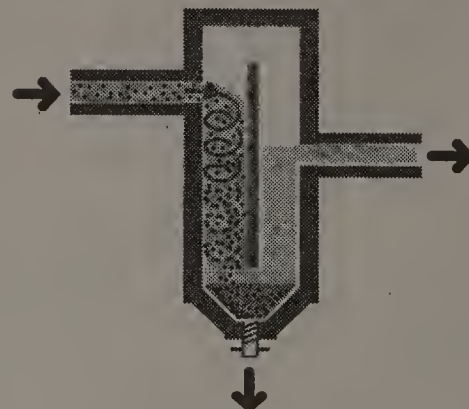
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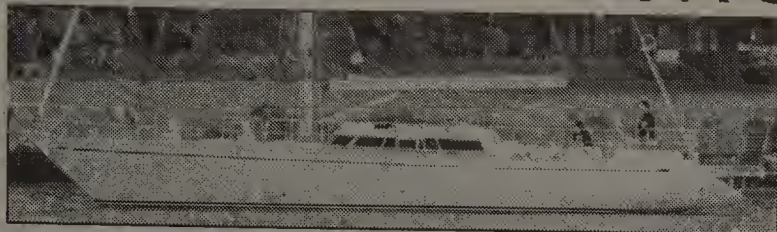
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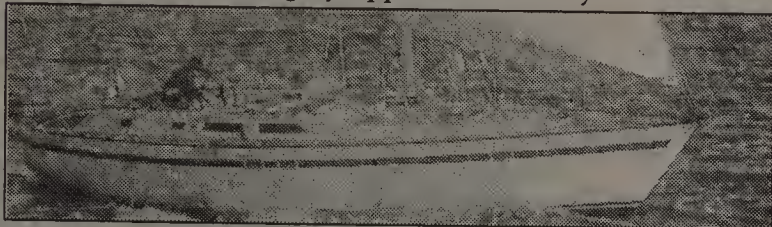
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SIGHTINGS

fools — cont'd

One weekday about 10 years ago, we pulled into a fuel dock in the Richmond Inner Harbor. While filling up, we asked the manager if we could stay 'hi' to a nearby friend — if we promised we'd be back in five minutes. He was nice enough to say we could. Naturally, we got into some big discussion with our friend, and half an hour later the guy from the fuel dock had to track us down. It turns out we were preventing two other large powerboats from being able to fuel up. The guy said a couple of mildly derogatory things to us, which, of course, was wrong. He should have given us the swift kick in the ass that we deserved.

The second season-opening reminder has to do with boat wakes — usually powerboat wakes. There are three areas in Northern California where this is a particularly serious problem: 1) The Delta, where speed junkies roar around corners sending entire marinas and fuel docks rolling like mad. 2) The Oakland Estuary, both where berthed boats have no protection from the wakes, and near the entrance to the Estu-

continued on outside column of next sightings page

triton's

We were out on *Raven* Sunday test driving the newest cost-alot-to-obtainium sails. On the way back to Nelson's from the South Bay, we decided to take the short cut through the breakwater near the *USS Hornet*. Way the hell out there on the rocks, we see this guy with a red shirt just sitting there with an air of "no worries" about him. Then Thorpe spots the vessel, parked *very* neatly I might add, in a 'no parking' zone.

As we sailed by, Jeff asked him if it's his boat, to which the guy shrugged his shoulders and replied, "I don't know." I think this very lack of decision making capability is what led to the grounding.

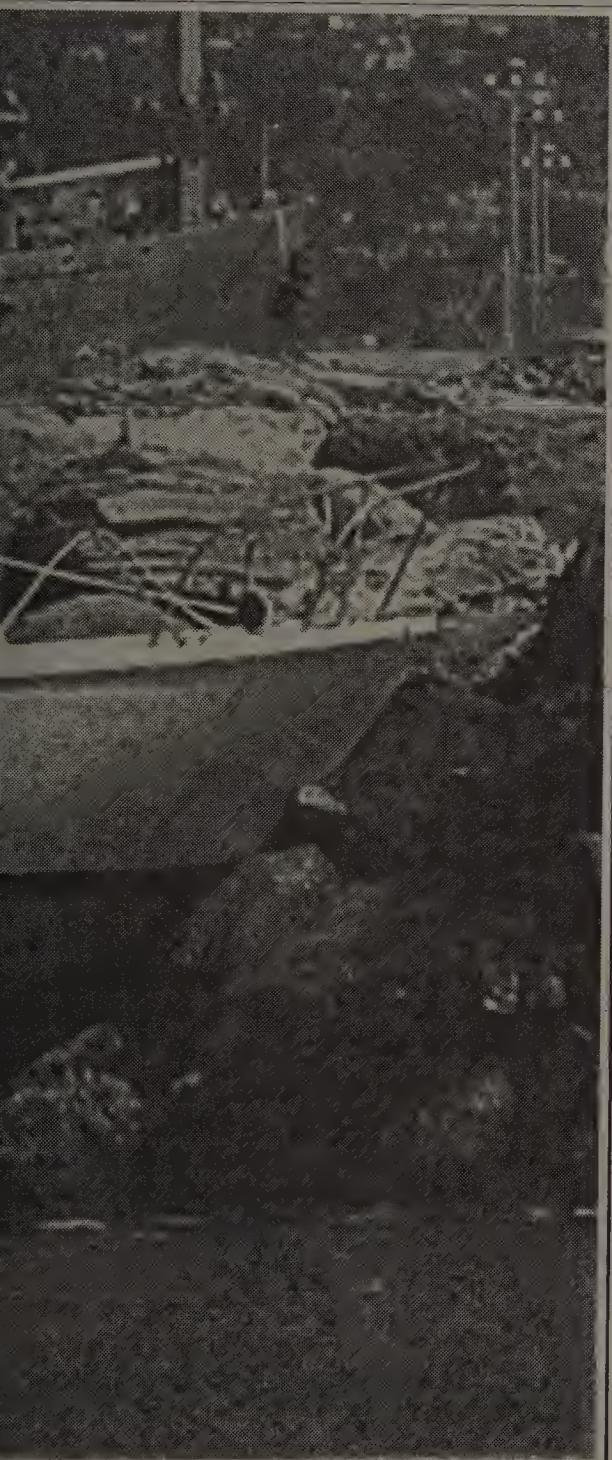


folly

Look at the picture for yourself, there is no possible way you *plan* to put the vessel in that position! Hell, he wasn't even sure if he wanted to be rescued. I purchased my camera with moments like this in mind.

I figured God would not have made them sheep if He didn't want 'em to be sheared... ya know what ah mean. I figured the Lord was using me as an extension of *Latitude 38*. I mean, come on, if it were me on those rocks, it would no doubt be the cover photo of some special anniversary collector's edition.

— spyder



fools — cont'd

ary where there is no posted speed limit, and 3) The Sausalito Channel, where people forget to slow down. But wakes can even be a hazard in the middle of the Bay.

The problem with boat wakes is that the operator usually forgets to look aft and is unaware of the hazard he's creating. We'll be the first to admit that from time to time we've been guilty of this with our photoboat. Sometimes we've looked back and cringed at the wake we've created. Other times people have had to holler to remind us.

The thing to remember about boat wakes is that you want to prevent them not just because it's the right thing to do — but also because it can cost you big bucks. Suppose you roar out of the Oakland Estuary in a big poweryacht and your wake — or perhaps your wake combined with that of another large powerboat — causes other boats to roll violently. Maybe the boom on a sailboat suddenly jerks to windward and whacks one of the crew on the side of the head. As the operator of the powerboat, you are fully responsible for any and all damages caused by your wake. And it's just not damage to humans. There have been plenty of cases where wakes of passing boats have damaged a boat or numerous boats tied up at docks — often by causing their rigs to be tangled.

If you, your crew or your boat are damaged by the wake of another boat, don't hesitate to write down as much identifying information as possible and look for witnesses. Then call the Coast Guard. They take wake damage as seriously as the courts.

Oops! Having watched the action on the Bay in April, we have to add another reminder: Give commercial traffic — particularly large ships which cannot maneuver easily — plenty of room. It's not only the law, it's a matter of your health.

If you stand on the Golden Gate Bridge and look down on the Bay, you'll often see an obvious and alarming pattern. The skipper of a pleasure boat — more often than not a sailboat — will see a ship coming and decide that either he's got just enough room to clear in front of the ship, or there's just enough room for the ship to pass alongside. This may be true, but what the small boat skipper doesn't realize is that six other boats further along the ship's course are also staying clear by the narrowest of margins. The combination of these narrow margins can put the ship in an extremely dangerous situation — and make the bar pilot's heart skip more beats than a one-armed drummer.

The rule with giving commercial traffic the right of way — and they *always* have the right of way, in case you've forgotten — is not just to stay clear, but to stay *way* clear so they can avoid dangerous situations from developing.

Having fun with a boat on the Bay is really pretty simple. Show a little common courtesy and be aware of the effects of your actions on others. You know, the Golden Rule.

the good, the baads and the generous

When Bruce and Dana Balan of Los Altos read about *Latitude's* offer to help raise money for BAADS — the Bay Area Association of Disabled Sailors — they were disappointed. The terms of the offer were this: Any couple that donated \$300 directly to BAADS could join the Wanderer for a Friday night summer sail on San Francisco Bay aboard *Profligate*, *Latitude's* 63-foot catamaran.

The Balans wanted to make a contribution in part because it was a nice thing to do, but also because Dana's father had been in the business of Special Education for 30 years. The problem was that they were in Mexico and weren't sure when during the summer they would be returning to the Bay Area.

"Could we get a ride on *Profligate* in the Banderas Bay Regatta if we contributed \$500 rather than just \$300?" they wondered. Considering that it would be for such a good cause — getting the BAADS' Ericson 29 repaired and back in action — it was a no-brainer. They were in-

continued on outside column of next sightings page

SIGHTINGS

generous — cont'd

vited to join the *Profligate* crew for the final race — and turned out to be terrific crew. In fact, that's them on the back porch holding up the check they wrote.

Bruce and Dana were in Mexico as a result of having done the last Ha-Ha aboard their red Cross 46 trimaran *Migration*. In fact, they'd been awarded the prestigious 'Masters of Disaster' trophy for having the most mishaps on the first leg. Since the early November finish of the Ha-Ha, they'd cruised down to Banderas Bay.

"Originally we thought we'd just come down for the season," said Bruce, who is the author of 14 childrens books, "but we've enjoyed cruising in Mexico so much that we're going to leave the boat in Puerto Vallarta while we return to the Bay Area for six months."

"We'll return to the boat and cruising next year to do Mexico's Gold Coast," continued Dana, who worked in marketing for Sun Microsystems and probably got a few stock options to fatten the cruising kitty. "After that, who knows?"

Here's what we know: the Balans and several other couples have kicked off our BAADS fundraising in a big way, and it would be great if others of you out there would do the same. For further information, email richard@latitude38.com. Remember, all donations are tax deductible, and 100% of the money goes directly to BAADS.

shades of gray

Gray whales are visiting — and dying in — Northern California in greater numbers the past three years than has been seen before. This year alone, at this writing, 22 whales had been officially reported dead on California beaches. Nine of those were reported in the Bay.

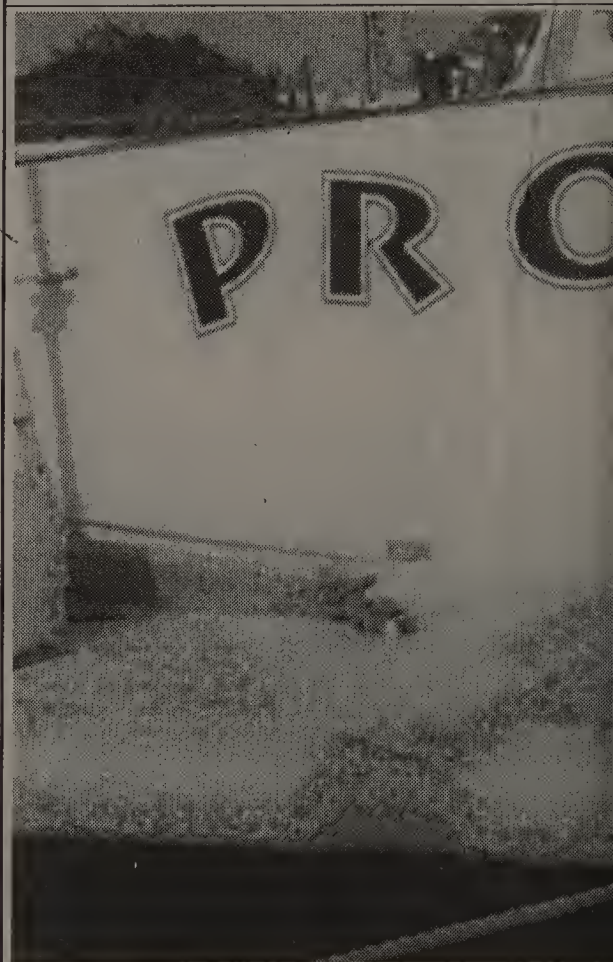
The unfortunate individual below was number seven. We spotted it bumping against the seawall at Horseshoe Cove on Sunday, April 16.



It was 25 to 30 feet long, which makes it a young adult and — yes, that proturbance is what you think — it was a male.

"We don't know why so many whales are dying," says Kathy Zagvebski of the Marine Mammal Center in Marin. She notes that it probably has

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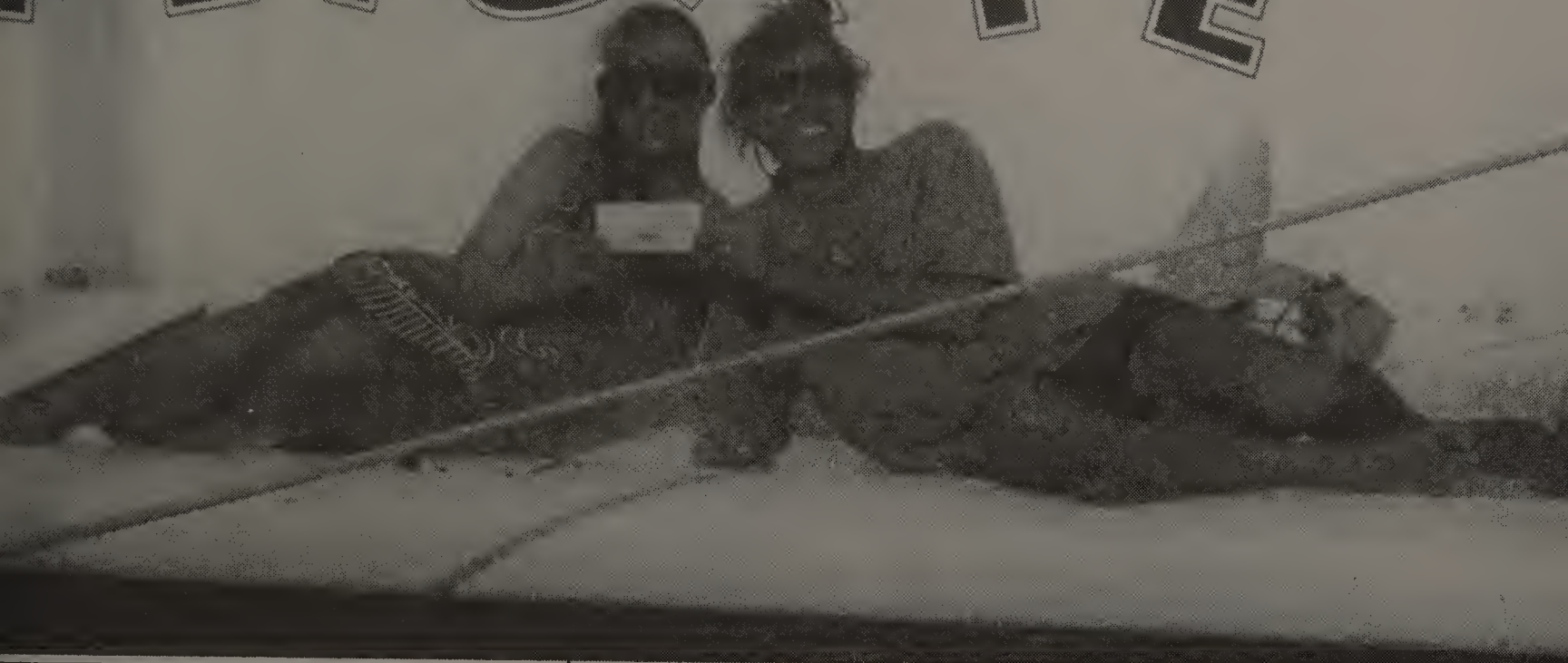


coast

The following are significant search and rescue activities performed by the Coast Guard between mid-March and mid-April.

March 21 — At 2:11 a.m., we received a report of a vessel engulfed in flames near the Middle Ground of Suisun Bay. A local fisherman spotted the burning vessel and immediately diverted to assist and called the Coast Guard for help. Arriving onscene, the good samaritan pulled 4 teenagers and 1 adult from the water and transported them to a nearby pier for transfer to paramedics; the adult was suffering from serious burns and two of the teens had minor burns. The Coast Guard, Solano County Sheriffs, California Highway Patrol, Coast Guard Auxiliary, and local good samaritans and harbor masters searched throughout the early morning and into the evening for the three missing persons. Having saturated the confined search area with over 9 hours of helo searching, over 30 hours of boat searching, and countless patrols by shore parties, the active search over the water was suspended at 6:22 p.m., more than double the estimated 8 hours an unprotected person would be expected to survive in the 56° water. The Coast Guard assisted the Solano County Sheriffs the

FLIGATE



watch

following day with transporting shoreside search parties and accident investigators to the scene of the accident. Interviews with the survivors indicate that they awoke to a boat engulfed in flames and immediately jumped overboard. The three missing persons were thought to have been sleeping in a berth below decks. None of the survivors were wearing life jackets. The tragic outcome of this accident could have been much worse had the nearby fisherman not taken quick and decisive action.

This case highlights the importance of keeping your lifejackets readily accessible and not locked in an out of the way stowage compartment.

March 28 — At 2:30 p.m., we received a cellular telephone call from a bass fisherman reporting a boating accident involving a nearby boat with a person in the water in the Old River. The victim's companion and the bass fisherman were unsuccessful in their attempts to save the person in the water. Station Rio Viŝta's 24-ft Utility Boat arrived onscene within 25 minutes of the initial call to find the victim floating face down. CPR was initiated and the victim was transported to an awaiting CALSTAR helicopter for trans-

continued middle of next sightings page

whales — cont'd

something to do with the amazing recovery of the gray whale population. One of the most successful species ever taken off the endangered species list, the gray whale population has come back from a low of about 6,000 animals only 20 years ago, to a current estimate of about 26,000. So the simple math is: The more whales there are, the more you'll find dead.

Still, the Marine Mammal Center — and everyone who appreciates wildlife — would like to know why so many grays are dying. The mortality seems not to be related to age, since as many adults — which range to about 45 feet — are washing ashore as juveniles.

Whenever possible, volunteer biologists from the Center go out and take samples and measurements from dead whales. If the animals are beached and 'fresh', they may even do necropsies (autopsies). Samples and results are sent to the National Marine Fisheries Service which has a 'beached sealife' division. The analysis takes time, though, and Zagvebski says we may not see results for this year's whales for another year or two — indeed, if ever.

What happens to dead whales that land where. . . well, where people don't want them? "Three choices," says Kathy. "You can leave them there (as was done with a dead whale near Lands End), you can bury them or you can have them towed to sea."

The latter choice opens up — pardon the pun — a whole new can of worms. The Marine Mammal Center has neither the jurisdiction nor the resources to remove the dead leviathans. That's usually up to whoever is in charge of the beach they land on. And then you have to tow them out far enough that they don't land on someone else's beach, but you can't drop them off in the Farallones Marine Sanctuary . . . just hope you never have to deal with it.

The news is not all bad. A number of live gray whales have been thrilling Bay boaters for the past month or more. The whales are on

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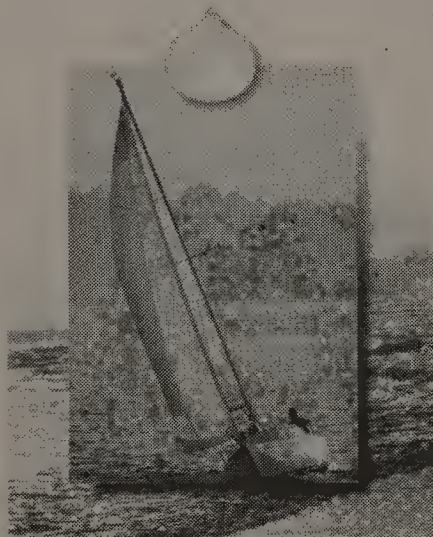
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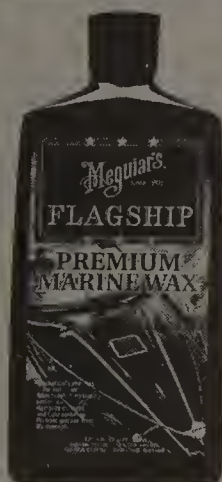
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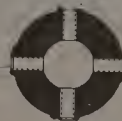
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whales — cont'd

their annual migration home from Mexico to Alaska right now and historically, a few have always wandered into the Bay. Most, it is presumed, find their ways back out none the worse for wear.

If you spot a dead whale, the Marine Mammal Center would like to know about it for their database. If you can, try to estimate its length, condition (deteriorated or fresh), location, sex (now that you know how to tell), how it's floating (belly up, down, sideways) or beached. The center can be reached at (415) 289-7325.

If you spot a live whale, do not call the Coast Guard (unless you want to give them a good laugh). It is not necessary to call anyone. You can just keep your distance and admire the animal. However, if you want to take part in a recently begun project to track and identify whales in the Bay, call the Oceanic Society at (415) 441-1106

black boater's summit

Paul Mixon's story sounds, at first telling, like that of any longtime sailor. A friend took him sailing on the Bay back in 1968, and he's been hooked ever since. By the early '70s, he owned his own boat, a Rhodes Traveler 32 named *Tangaloe*. By the mid-'70s, he was a regular client of The Moorings bases on the Caribbean islands of Virgin Gorda and Tortola, chartering boats and introducing his friends to sailing. By 1980, he was on his way south to Mexico, through the Canal and on to Florida aboard *Tangaroa* with wife Linda, two cats, a compass, a sextant (no GPS then) "and no brains" he jokes. Today, Mixon is still sailing, still taking people out, and at 58, hoping he can convert his avocation into a vocation — or at least something that will allow him to continue sailing into his retirement years. For now, however, he hasn't quit his day job in sales and marketing.

What makes Paul's story slightly different than most other sailors is his African-American ancestry. (He and Linda may actually hold the distinction of being the first black couple to do a West Coast-to-East Coast cruise via Panama.) In a sport dominated by — let's not split hairs — middle and upper-class white guys, he is in a decided minority. Getting to where he is has not always been easy or pleasant.

Yet his healthy sense of humor, undimmed enthusiasm and engaging personality have not only smoothed the bumps, they've actually led to an epiphany of sorts: the Black Boater's Summit, a yearly flotilla charter for black sailors and nonsailors. More on that in a second.

In 1991, Mixon quit his job selling computers and "ran off" to the Caribbean. He worked at Maho Bay Camps, a sort of eco-resort in St. John, then started his own tour company called St. John Untour which he ran through 1993. He returned to the Bay Area that year, and soon formed Honey Let's Travel, an on-line vacation planner for blacks. By 1998, Mixon was ready for the first Black Boater's Summit. Combining his knowledge of marketing, the internet, vacation planning, and his certainty that African Americans were a huge untapped market for sailing charters, he formed the first BBS. The first one was a small affair — one boat and eight people — but it was an overwhelming success. In 1999, there were 85 people aboard 12 Sun Charters Yachts sailing out of Tortola. This year, he's anticipating 300 Black Boater's to converge on the BVI for the September 23-30 BBS.

As in all sailing, BBS participants come from all walks of life. They are families, couples, singles and single parents. Most share the traits of being young, successful and already adventurous. In fact, that latter trait is Mixon's major conduit in letting people know about Honey Let's Travel and the Black Boater's Summit. "The sailing industry tells us that the biggest crossover in any sport is between sailors and skiers," says Mixon. So he targeted the 14,000 members of NBS, the National Brotherhood of Skiers, and, for good measure, NABS, the National Association of Black Scuba Divers. Now that the ball is rolling, word of mouth has also worked its magic — many of the original eight BBS participants returned to be skippers, first mates or 'facilitators'

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coast watch

fer to a local hospital where he was pronounced dead. The victim was not wearing a lifejacket and alcohol is suspected to have played a role in the boating accident and resulting death. Again, please don't wait until the May 20th start of National Safe Boating Week to start wearing your lifejacket. Remember to "Be smart from the start — wear your lifejacket!"

March 29 — At 8:48 a.m. we received a report from the *USS David R. Ray*, a 563-



— cont'd

ft Spruance-class destroyer homeported in Everett, Washington, of a possible man overboard in the main ship channel, 5 miles west of the Golden Gate Bridge. An HH-65 Dolphin helicopter was launched from Air Station San Francisco and a 47-ft Motor Lifeboat and 21-ft Rigid Hull Inflatable boat were launched from Station Golden Gate to assist. The *Ray* completed a crew muster (No small feat considering

continued middle of next sightings page

bbs — cont'd

for the '99 Summit. The same thing is happening for the September event.

The response has surprised even Mixon. "Honey Let's Travel wants to tap into (the black) vacation market and introduce black folk to places and events that we as a people don't do or know about," he said awhile back. Now he says that if he had the investors, he could "bring as many people as Sinbad" to the Caribbean and, in a larger sense, to sailing in general.

For more information on the Black Boater's Summit, log onto www.honeyletstravel.com. Mixon himself can be reached via email at pmixon@honeyletstravel.com.

Ben Finley (at helm) and crew at last year's Black Boater's Summit, held out of Tortola.



PAUL MIXON

SIGHTINGS

model citizens

Until recently, our idea of 'model yachting' involved sailing Freedom 30s in the Caribbean with Heidi Klum lounging on the foredeck. In reality, this sport is more about older guys, pickup trucks, lawn chairs and some very cool 3-foot remote-controlled sailboats. We learned this on a sunny Tuesday afternoon last month when, at the invitation of Hank Easom (*Yucca*) and Sam Hock (*Jose Cuervo*), we attended an ODOM (One Design One Meter) regatta at the Marin Civic Center Lagoon.

Ten mostly gray-haired gentlemen many of them accomplished sailors in big boat classes — were racing that day, each cradling a 'game boy' box which electronically controlled their boats' rudders and two sails. The ODOM design (one meter long, seven-pounds minimum displacement, and 600 square inches of sail) is increasingly the local boat

continued on outside column of next sightings page

coast watch

a complement of approximately 320 personnel) and reported no one was missing but that there were several injuries from wave action and requested a medevac. A second helicopter was dispatched to assist with medevac'ing the five injured personnel. Eventually a third helicopter was diverted to assist after finishing another case (see note below). The injured crewmembers were taken to Stanford Medical Center for treatment of injuries ranging from fractures to minor head trauma. Two of the ship's Hospital Corpsman accompanied the injured per-



— cont'd

sonnel to monitor them in transit. Two of the patients were subsequently transferred as inpatients to Travis Air Force Base hospital for monitoring. The USS *David R. Ray* continued with its mission. This case garnered heavy local and some national media attention.

Note: Three minutes after the USS *Ray* reported the man overboard, an unidentified individual made a *mayday* call saying they needed assistance near the Bay Bridge. This *mayday* call diverted a helicopter away from the USS *Ray* medevac

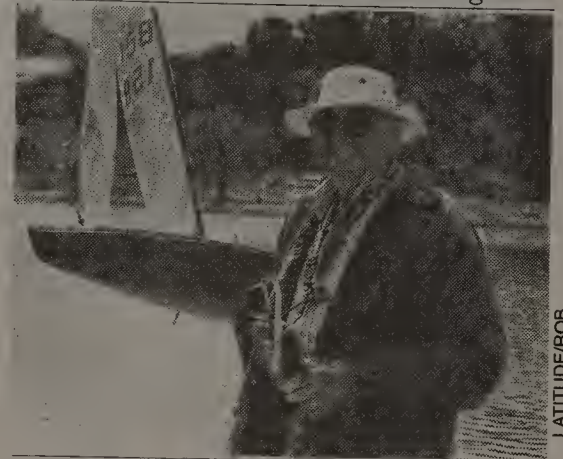
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LATITUDE/ROB

model citizens — cont'd

of preference, kind of the J/105 of little boats. There are as many as 50 ODOMs now scattered around the Bay Area, and it's the largest fleet of the three that race regularly in the North Bay Remote Control Sailing circuit (the bigger Infinity 54s are next in the pecking order, followed by the Soling 50 class). Other hotbeds of local model yachting are Spreckles Lake in Golden Gate Park (currently closed to sailing because it's been drained for renovation) and San Jose's Hellyer Park. Each of these three sites offers different dominant fleets (the original Marbleheads, the older Santa Barbaras, RX and others), with the popular ODOMs seemingly the common denominator.



LATITUDE/ROB

Gordy Miller — still racing after all these years.

The North Bay ODOM group sails on the Lagoon — by consensus the best of the three venues — the first Tuesday of every month, packing in at least 10 races between 11 a.m. and 3 p.m., wind and rain permitting. The racing is fast but not really furious, with a one minute tape-recorded countdown used for starts and each triangle, windward/leeward course taking about 15 minutes. Though you could sail your boat without ever leaving the comfort of your chair (or beer cooler), that wouldn't be competitive — you need to follow your vessel (on foot) up and down the lake front in order to judge crossing situations and sail trim. The first guy to finish hurries to the regatta clipboard to record the subsequent finishers. Karl Tulp, the organizer and driving force behind the North Bay regattas, arrives early to set the marks with an Avon equipped with an electric motor.

The racers were all quite generous about letting spectators sail their boats between races. As we found out, the sport involves a fair amount of hand-eye coordination — but if you can sail a dinghy or a big boat, it doesn't take too long to catch on to remote controlling these boats. There are a few different rules (such as a four-boatlength circle at mark roundings), and the inevitable collisions usually don't hurt the boats — 360° penalty turns (not 720°s) are pretty common, and not particularly onerous. Given the Lagoon's shifty winds, anyone can get hot and win a race — though Hank Easom, last year's season winner, is generally the yardstick. Other 'terrors of tinytown' include Tulp, Ron Locke and Paul Beard.

After four races, the lawn chairs were formed into a circle, the sack lunches came out, and — like sailors everywhere — the stories and the teasing began. The topic *du jour* was the ODOM Nationals in Las Vegas this October, and how much trouble they could all get into on that road trip. "Someone from our group will also probably win that regatta," figured Tulp. After a few more races, there was another shorter break to replace batteries, get a drink, and just relax.

We left before the racing ended that day, so we don't know who won overall. Unlike big boat sailing, it didn't seem to matter that much. For most of these guys, such as 92-year-old Gordy Miller of Pt. Richmond, just messing around with boats on a sunny day with good friends was its own reward.

If you're interested in learning more about this entertaining and relatively cheap sport (new boats are \$850 sailaway, or a little over half of that for an easy-to-assemble kit), check out the American Model Yachting Association's website at www.modelyachts.com. Karl Tulp, who has been model yachting for decades, is also a wealth of enthusiasm and knowledge about the local scene. "By all means, call me at (415) 456-1309," said Tulp, "Better yet, just show up at the Lagoon some time when we're sailing!"

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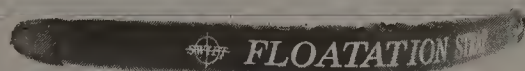
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

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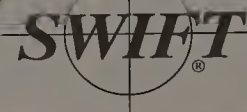


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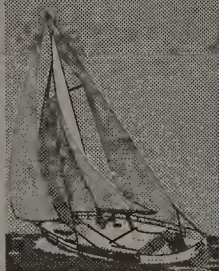
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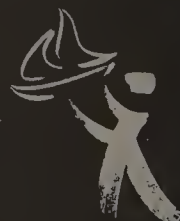
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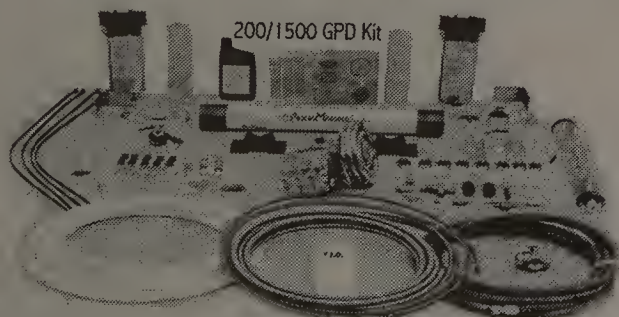
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beer can challenge 2000

Beer can racing began again in earnest last month, and with it, our yearly Beer Can Challenge. Only this year, you have to be of particularly sturdy stuff to qualify for a T-shirt and the never-ending glory of being featured in *The Racing Sheet*.

In past years, we asked only that BC men (or women) do five consecutive beer can races in as many days. If you check the dates in *Calendar*, you will see that not only is *this* possible, it is possible to participate in a sailboat race almost every day this summer. However, anyone who's that rabid about racing has a screw loose and we don't want anything to do with you.

Note that it's okay to participate if you don't actually drink beer. (Most races have spinnaker and non-spinnaker divisions, so we can have a beer and/or non-beer Beer Can Challenge if we want.) There is no handicapping, so don't try telling us you're more qualified than the next guy because you survived an 8-alarm hangover. The BC Challenge crown goes to the *first* person to qualify.

What you need to do to qualify for the coveted title of 'Latitude Sultan of Suds/Diva of Draft of '00' is to participate in five consecutive beer can races, and to actually place (1st, 2nd or 3rd) in at least one of them. The BC Challenge can be sailed on the same boat (tough, but one whole crew did it a couple of years ago), different boats, your own boat — whatever it takes to get in five races in five evenings. If you're up to it, be sure to take pics along the way to chronicle your achievement, then just call or email us with details and we'll do the rest. On your marks, get set, go sailing!

getting there is half the fun

My escape plan worked perfectly. In the confusion generated by the prearranged fight between the electrical engineers and the model shop machinists, I was able to sneak out the side door and boogie up 880 to Richmond, arriving at the boat around 2:30 Friday afternoon. The weather was warm and sunny, with only a trace of wind. Anticipating a pleasant evening schmoozing with the usual suspects at the Golden Gate YC, I hurriedly prepared *Foxxfyre* for the 9-mile delivery across the Bay to the start of the 2000 SSS Singlehanded Farallones race.

Since the wind was light, and coming from directly where I wanted to go, I opted to motor. So there was no need to put any sails on deck, and I left the mainsail furled and covered. All went well for the first several miles out the Potrero Reach into the Bay proper.

As I neared Angel Island, a breeze started to fill in, and soon I was seeing 15 knots from directly ahead. Still no need for sails, I figured, but I put on some foulies — just in case.

As I passed Pt. Blunt, the wind had increased to 27 knots true. It was still heading me, although beginning to swing west. At this point a mainsail would have been helpful. The sea conditions were some of the worst I have seen in the Bay, and *Foxxfyre* was soon laboring in the short chop.

After a bit of thrashing, we came into the lee of Alcatraz, and conditions abated. I was still reluctant to put up any sails, as I had only a mile or so to go to the Golden Gate YC. About 200 yards past Alcatraz, and back in the 30-knot blasts coming from the Slot, the trusty old Yanmar engine, which until now had been running like a watch, suddenly began emitting noises reminiscent of a truck with a load of live pigs locking up the brakes at 90 miles an hour. I engaged the autopilot, ran below and threw open the engine compartment. I was horrified to be greeted with blasts of black smoke and the sight of the exhaust manifold lying in the bilge! The engine compartment was covered in black soot, and it was clear that the day was about to get a lot more interesting.

Running back on deck, I shut down the engine and took a look around. The wind was still howling in the upper 20s, and the boat was

continued on outside column of next sightings page

coast watch

for nearly an hour. The Coast Guard suspects this *mayday* call was false based on the tone of the caller's voice and the fact that we didn't locate any vessels or people in need of assistance despite arriving onscene within minutes of the call. This is a wasteful reminder of how an individual's attempt to be funny can adversely impact our ability to help persons truly in need of assistance. Whether the intent is wrongful or not, issuing false *mayday* or distress calls is illegal — it wastes your tax dollars and, more importantly, may keep us from helping people in need.

April 9 — At 7:55 p.m., we received a report from the East Bay Parks Police of a person in the water in Newark Slough south of the Dumbarton Bridge. An HH-65 Dolphin helicopter from Air Station San Francisco was launched to assist in the search. Due to the marshy nature of the area, land units and airboats from



— cont'd

local agencies assisted in the search. The accident happened when two men attempted to change positions in a canoe resulting in an unexpected capsizing. One man was able to swim to shore and report the incident; the other man was a non-swimmer. The man who made it to shore swam out to search for the missing man but was unable to locate him. Neither man was wearing a lifejacket. A CHP helicopter equipped with Forward Looking Infrared Radar also assisted in the search. Coast Guard helicopters used light amplifying Night Vision Goggles during the after-dark searches. The active search was suspended at noon the following day after saturating the very confined, one square mile search area with more than 5 hours of helicopter search time and numerous boat and shoreside searches.

— *lcdr frank parker*

getting there — cont'd

drifting sideways down the Bay. "Hmph," I thought, "I am a famous singlehanded sailor. I know what to do. I will simply put up the sails and sail back into the slip." Ha, ha, ha!

Since I had no jibs on deck, I decided to raise the main. Throwing off the sail ties, I heaved away on the halyard. However, as the boat was scudding downwind sideways, the mainsail blew through the shrouds and the halyard entwined itself around the spreaders. I eased the halyard and went forward to untangle the mess. Back in the cockpit, I heaved away again, with the same result. Muttering some favorite French quotations, I cleared the jams and tried again.

This time I got the head of the main to the spreader before the battens fouled the shrouds. The boat was obviously not understanding my increasingly loud instructions regarding its behavior and ancestry. So I ran off downwind with the partially raised mainsail, then stuffed the bow into the wind when I had gotten up a bit of speed. As the bow came up, I winched away on the halyard. Partial success. After two more run-and-stuff episodes, I finally got the main up.

I immediately set course back to Richmond. The tide, which had been opposing me on the way to the Cityfront, had by now turned and was ebbing with a vengeance. In order to get more power, I set a 65% jib on a removable forestay.

When I finally got things sorted out and sat back for the trip back to



Just as there are light beers, there are light-air beer can races. This April drifter featured the Corinthian YC fleet. Hey, at least it didn't rain!

LATITUDE/ROB

SIGHTINGS

getting there — cont'd

the slip, I noticed that the boom was a little high. About 8 feet high! The solid boom vang, which I had so proudly installed the weekend before, had ripped out of the boom. Obviously the work of a master craftsman. With no topping lift, and no vang, the boom was doing its best to rip off the gooseneck in the howling wind. After a bit of a fight, I got a temporary vang set up and reset course to Richmond.

As we got in the lee of Angel Island, the wind started to drop. By the time we reached the Richmond Ship Channel, the wind was only 5 knots, and from astern. The tide was still winning, though, so I decided to put more sail up. We made the turn into the Potrero Reach, and I went below to get a big jib. As I hefted it, I briefly considered dragging it out the main hatch into the cockpit and then forward. But since the winds were now quite light, and since the Reach was a glassy

continued on outside column of next sightings page

the ha-ha

Any experienced sailors interested in cruising to Mexico this fall in an event designed to encourage safe sailing and friendship among cruisers? If so, now is the time to send for an entry packet for the 7th Annual Baja Ha-Ha, to start on October 31. As most *Latitude* readers know, the Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas. Because it's a rally as opposed to a race, safety takes precedence over performance, and it's all right to resort to using the engine.

One of the major attractions of the Ha-

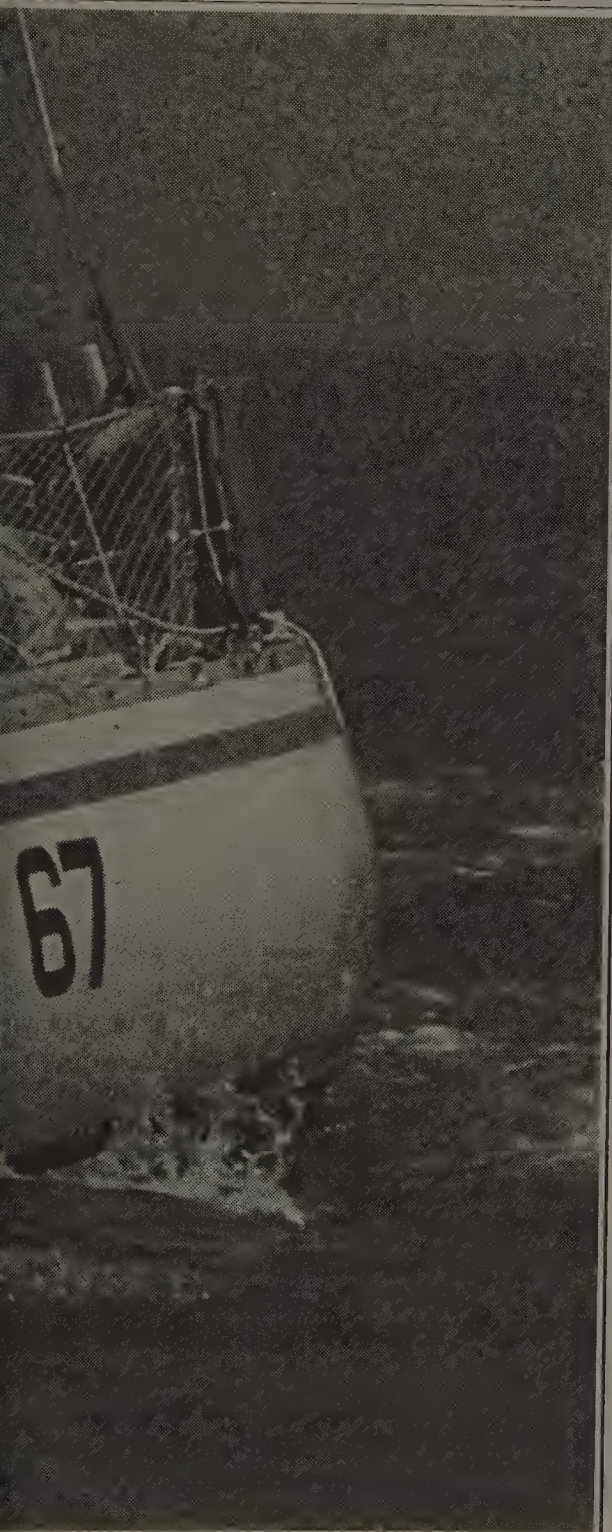
Mike Jefferson's Yamaha 33 'Foxxfyre' on a race he did make: the start of the '96 Singlehanded Trans-Pac.



alternative

Ha has been the two stops. The first is 360 miles down the chute at the ruggedly charming village of Turtle Bay, where the fleet stays for two or three days, enjoys meeting the great locals, having parties at the Verz Cruz and other modest restaurants, and a beach party. The second stop is another 240 miles south at lonely Bahia Santa Maria, home to an abandoned surf camp and a small panga fishermen camp. The one day it isn't lonely is when the Ha-Ha fleet arrives to find Kojak has shown up with a portable restaurant

continued middle of next sightings page



getting there — cont'd

millpond, with no swells in sight, I decided to take it out the front hatch. I threw back the hatch, heaved the sail onto the foredeck, and started to climb onto the deck through the hatch. As I began to emerge, to my horror, I was staring straight at a 4-foot high wake thrown up by the Richmond Ferry, which in the 30 seconds I had been below had rounded the curve in the channel and was steaming along at Warp Factor 11. I howled as the bow rose on the first wave and then stuffed into the following trough, scooping a foot of green water onto the deck, down the front of my bib foulies, down the hatch and all over my bunk.

Screaming vile imprecations, I danced around the boat, shaking my fist at the uncaring back of the indifferent ferry. The wake had brought boatspeed to zero, and the big ebb was making noises about taking me on a tour of the neighboring mudflats. I hurriedly raised the 150% jib and prayed for wind. A small breeze filled in, and I had again resumed sailing towards Marina Bay when I heard myself being called on the VHF. It turned out that a friend whom I had called on the cellphone to whine about my plight, had driven to Marina Bay and was enlisting the dock regulars to help get me into my slip. This sounded like a good idea, until I rounded the last turn into the fairway and saw a huge crowd of well wishers surrounding my slip.

It was like the end of a bad *Airplane* movie — the firetrucks spraying foam on the runway while women weep helplessly and the damaged aircraft careens towards the tarmac. I gritted my teeth and aimed the bow at the cheering wall of flesh. The wind had begun to blow vigorously again, and I was flying down the fairway. I blew the jib and main and jammed the tiller over. Faces loomed in my peripheral vision, like grinning Jack-O-Lanterns, and then the mooring lines were secured. I thanked all my friends for their support and took down the sails. As the perfect ending to a perfect day, I discovered experimentally that one can insert a finger into the small hole at the end of a Lewmar XA sheet stopper while closing the stopper and the cams will flatten the finger into a form which I am sure will prove useful for picking locks and flipping pancakes.

Anyway, *Foxxfyre* will recover. The damage is all repairable. I spent a tedious weekend cleaning the engine compartment and removing broken items from the boat instead of rounding the Farallones. I guess the moral is that no boat, however well maintained, is proof against the forces of the wind and sea, and that the mental and physical skills we learn racing shorthanded are the best form of life insurance for boating that we can get.

— mike jefferson

too fast to be true

One of the things that impeded the acceptance of multihulls — particularly in the '60s and the '70s — were the outrageous claims made about multihull boat speed. As the owners of a catamaran, we're disappointed to find that outlandish and misleading claims are still too common.

In a recent article in one of the major sailing magazines, for instance, author Ted Cary claimed that *Shearwater*, a Mathers 57 catamaran designed and built by Gold Coast Catamarans in St. Croix, "shows cruising averages of around 15 knots." As with all speed claims for multihulls this one needed to be put through the bullshit filter — and not a very fine one at that.

The guys at Gold Coast build good cats, and based on the length to width ratio of *Shearwater's* hulls and her relatively light displacement, there's no way she can't be fast. In fact, we have no question about the veracity of another speed claim — that she hit 21 knots. But to assert that the boat "shows cruising averages of around 15 knots" suggests to us that she could average such speeds for 24 hours — if not days — without many problems. And that's just not going to happen. Here's proof:

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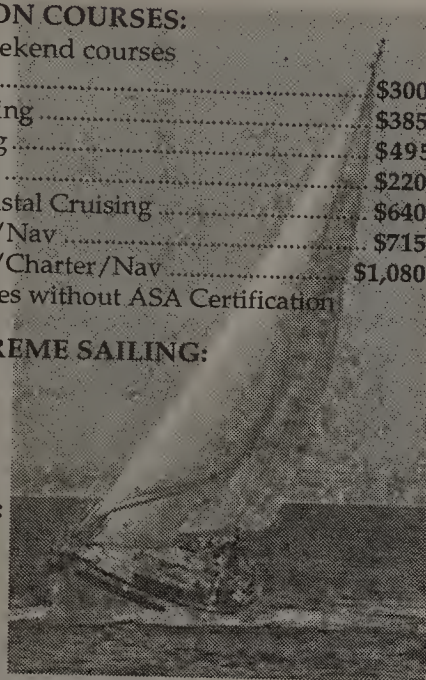
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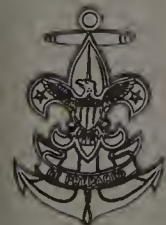
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too fast — cont'd

Steve Fossett's 60-foot trimaran *Lakota* is one of the fastest boats in the history of sailing. Because she displaces a fraction of *Shearwater* but carries several times the sail area, comparing the two boats would

Speed Projections For A 52-ft Morrelli & Melvin Catamaran

		WIND SPEED IN KNOTS				
		6.00	10.00	14.00	20.00	30.00
TRUE WIND ANGLE	45.00	4.13	6.31	8.20	10.78	17.03
	70.00	5.98	8.86	11.62	17.96	24.95
	100.00	6.13	9.05	11.93	18.59	30.23
	130.00	4.84	7.36	9.49	13.08	22.08
	150.00	3.53	5.64	7.53	10.10	15.14
	180.00	2.96	4.85	6.56	8.92	12.93

be like comparing a Ferrari to a Greyhound bus. *Lakota* has been raced — not cruised — to Hawaii several times, yet despite top crew, good conditions, and one of the fastest possible courses in the world, she's yet to average 15 knots to the Islands. Indeed, the only boat to have ever averaged more than 15 knots to Hawaii is Bruno Peyron's 86-foot catamaran *Explorer* — which is like a double turbo-charged Ferrari with a jet engine booster. To suggest that a cruising catamaran could cruise faster than *Lakota* could race is nonsense.

But that isn't the most outrageous cruising catamaran speed claim we've read recently. A few months ago, the reviewer of a relatively heavy 35-foot catamaran with a short rig and somewhat chubby hulls wrote that the boat hit 12 knots while sailing downwind in 15 knots of breeze. Right, and the Wanderer is God's gift to women. The only way that cat could have hit 12 knots is if it was being sailed off Niagara Falls.

Don't get us wrong, cruising catamarans — particularly those with long and narrow hulls, and reasonably large sail plans — can really move, especially when reaching. If everything is just right, they can sail pretty close to or even in excess of the true speed of the wind. But when beating or sailing off the wind — two things that commonly have to be done when cruising — the speed plummets dramatically.

For a realistic idea as to the kinds of maximum speeds that can be expected of a relatively large, high-performance cruising cat, check out the accompanying speed targets for the Morrelli & Melvin 52 catamaran. These targets are based on the assumptions that the boat isn't overloaded, has a clean bottom, good sails, and is being well sailed. Real life speeds are likely to be even lower, as will similar but shorter cruising catamarans. Cruising cats with wider hulls, shorter rigs or loaded down for the charter trade, will be significantly slower.

As you can see from the chart, there's a narrow band of ideal conditions where a relatively large, high-performance cruising cat can hit — let alone average — a speed of 15 knots. As for a much smaller and relatively low-performance cat being able to average 12 knots while sailing downwind in 15 knots of breeze, the chart will tell you what a bunch of rubbish that is.

When using the chart, keep reality in check. For example, the chart says the M&M 52 is theoretically capable of hitting 30 knots on a reach when it's blowing 30 knots true. It may be possible in theory, but not in any reality you want to live.

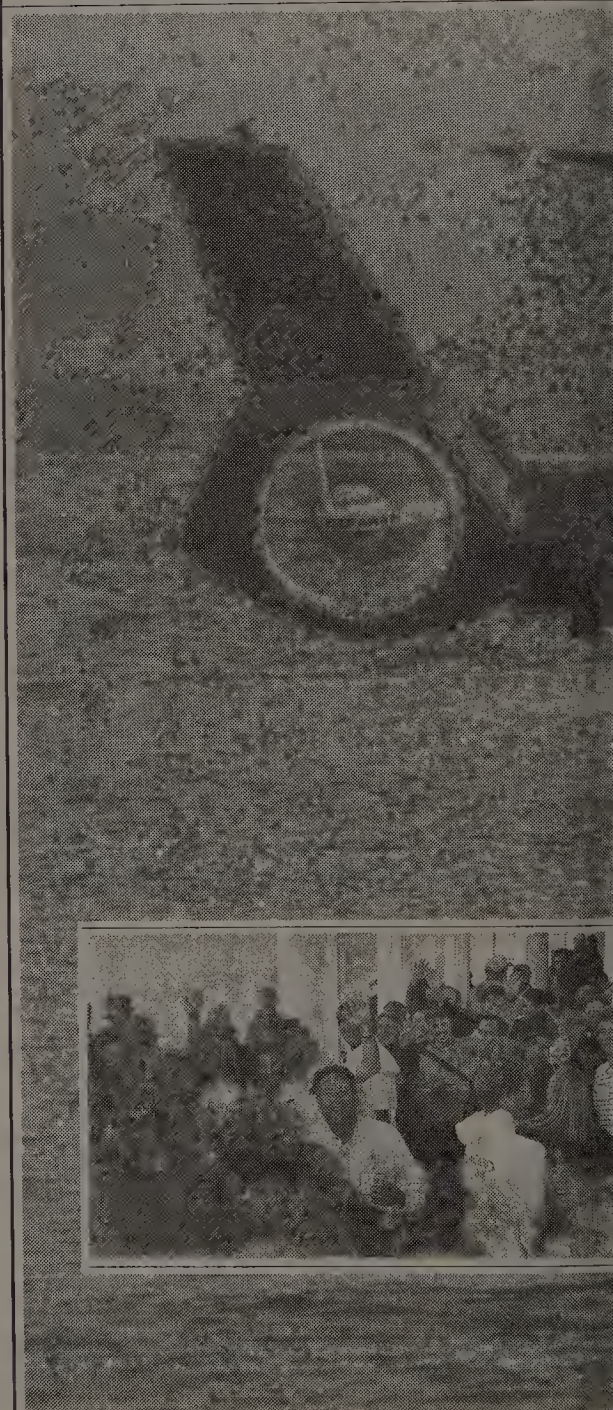
Exaggerated speed claims, of course, are not unique to multihulls. The Wanderer and Doña de Mallorca have a long dispute raging over her claim that she was part of a delivery crew that sailed a Swan 651 some 2,800 miles from the Canary Islands to Grenada at an average speed of 10 knots. The Wanderer gently tries to explain that such an average would be virtually impossible, as it's just a shade slower than *Merlin* averaged when setting her TransPac record that stood for nearly 20 years. And that a highly-powered ultralight needle like *Merlin* in the hands of a racing crew would have immediately left a luxurious and comparatively heavy Swan 651 in the dust.

continued on outside column of next sightings page

ha-ha

and a great band to cater to fleet.

While the actual time enroute is from October 31 to November 9, the Ha-Ha is best enjoyed as a full two-week event from October 29 — the grand kick-off costume party and stand-up dinner sponsored by West Marine — until the final awards ceremony on November 11 in the beautiful parking lot of Marina Cabo San Lucas. Friends and/or lovers who may not wish to sail to Cabo might want to fly down on November 9 to meet the fleet and enjoy the parties and a couple of days of sunshine at the Cape. For career freaks who are short on time and high on adventure, it's possible — although difficult — to join the fleet in Turtle Bay for the last week — and two legs — of the event.



— cont'd

The Ha-Ha is open to boats 27 feet or longer that were designed and have been maintained for offshore sailing, and that can sustain a five-knot average under sail and/or power. Participation is only open to those who would have been sailing to Cabo anyway — Ha-Ha is not an offshore hand-holding service for not-quite-ready-for-the-ocean sailors. All participants, for instance, are expected to be self-sufficient in the event of a dismasting or loss of rudder. Unlike events such as the Atlantic Rally for Cruisers and the West Marine Pacific Cup, the Ha-Ha does not hold a bunch of educational seminars before the event. If you don't know, don't go.

While the weather off the coast of Baja

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too fast — cont'd

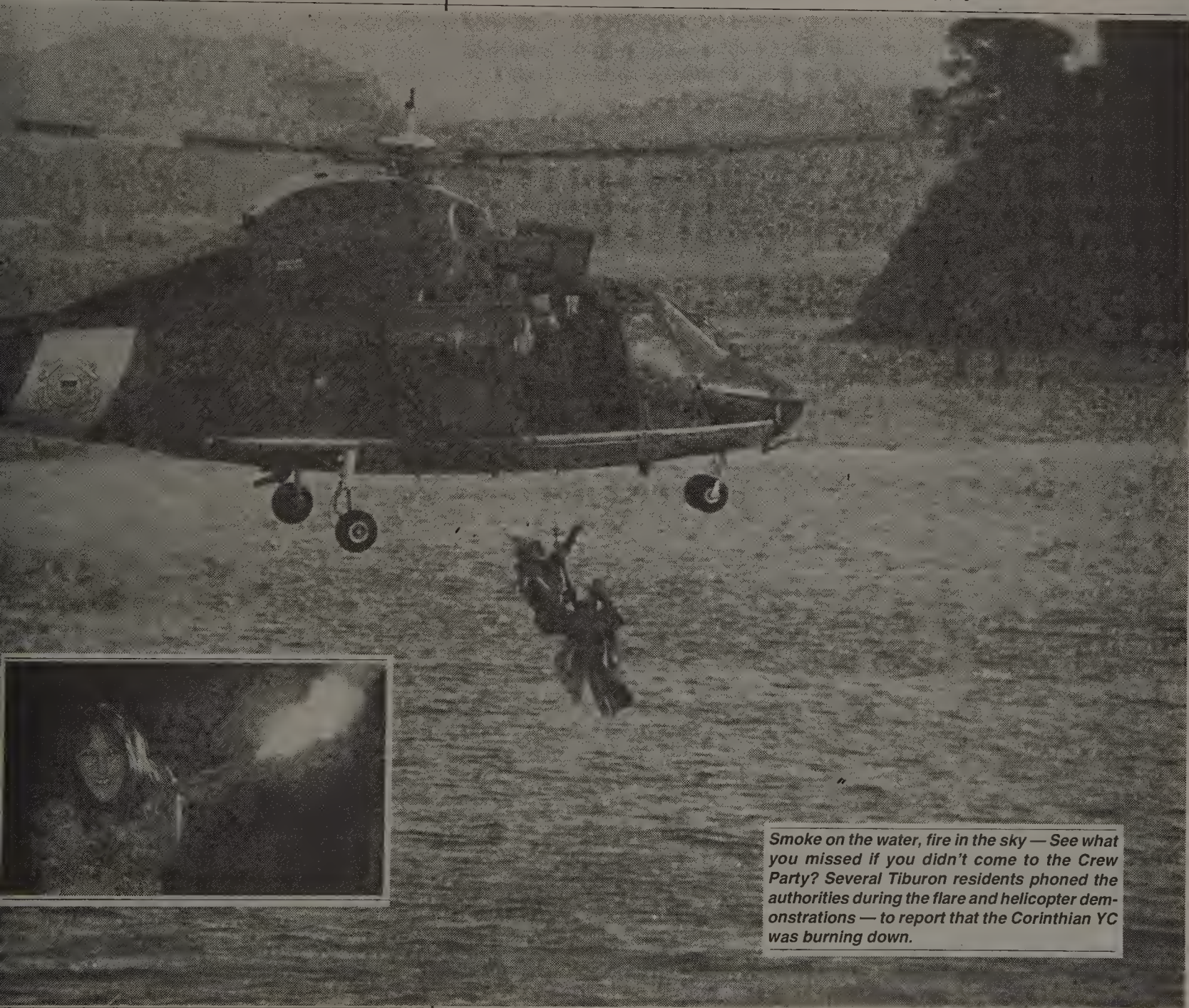
The truth is that any boat that averages 240 nautical miles a day is hauling ass. For such a boat to maintain that kind of average for more than two or three days is significant. For a non-racing, non-ultralight boat to be able to do it while cruising or during a delivery is something the Wanderer finds beyond belief.

cruising tragedy

Anyone who cruises relies on heavily the goodness of locals for their safety. For the van Tuijl family of Holland, who had already logged 44,000 ocean miles, that reliance was violated on March 28 at Half Moon Reef, some 50 miles off the coast of Honduras. The result was devastating for their son.

While visiting a boat some 250 yards away, Jacco and his 13-year-old son Willem saw four men from a wooden boat climb aboard *Hayak*, the family's homebuilt 44-foot steel boat. Jannie, Jacco's wife and

continued on outside column of next sightings page



Smoke on the water, fire in the sky — See what you missed if you didn't come to the Crew Party? Several Tiburon residents phoned the authorities during the flare and helicopter demonstrations — to report that the Corinthian YC was burning down.

cruising tragedy — cont'd

Willem's mother, was aboard alone. She was quickly tied up. Father and son rushed back to their boat. When they got within 20 yards, one of the men began shooting with an automatic weapon.

One of the bullets went through one of Willem's kidneys, part of his intestine, his spinal cord, and the dinghy. His spinal cord severed, he immediately lost all feeling in his legs and began bleeding heavily. Other bullets hit the dinghy with such force that both father and son were thrown into the water.

The intruders fled quickly — taking the dinghy and outboard, but allowing Jacco to swim back to his boat with his son on his back. Jacco immediately got on the Ham radio and called for help. U.S. ham operators responded by putting him in contact with Honduran officials, who directed them to motor to Puerto Lempira, 60 miles away. Then the ham operators put the van Tuijls in touch with a Miami cardiologist, who instructed them on how to stem the bleeding.

continued on outside column of next sightings page

ha-ha

is generally benign in the fall, offshore sailors must be prepared for the worst the ocean can dish up. For example, Pineapple Expresses from Hawaii or out-of-season hurricanes could bring strong winds and huge seas. Like all offshore sailing, the Ha-Ha is a high-risk activity.

Contrary to the wild and crazy 'frat party' image some people have of the Ha-Ha, nothing could be further from the truth — as any past participant will confirm. Sure, people enjoy margaritas or cervezas while ashore and play music and dance, but the event has always been G-rated. The Wanderer, who will be the Grand Poobah again this year, intends to



— cont'd

keep it that way. For people who like to get really wild, the time and place is after the Ha-Ha at Squid Roe — where it's considered impolite not to dance on tables and let your inner child free as a bird.

For an entry packet, send \$15 and a self-addressed, 9 X 12 manila envelope to Baja Ha-Ha, Inc., 15 Locust, Mill Valley, CA 94920. There is no phone number. And please don't phone *Latitude* with questions, as the Ha-Ha is a completely separate operation. The entry fee for the event will be \$165 — for which you get several T-shirts, a hat, a tote bag, a souvenir program, a free kick-off dinner and all kinds of other stuff.

There's only one guy whose boat launching we'd go to on our deadline day — and that's just where we were on April 22 as Commodore Tompkins launched his custom Wylie 39 'Flashgirl.' After seven years in construction, the bright red sloop was the second loveliest lady in attendance. The first would be Commodore's longtime fiancée Nancy Potter — who Commodore wed in a surprise ceremony just before the boat was christened by granddaughter Aria. To Mr. and Mrs. Tompkins, our heartiest congratulations (you crazy kids!). To the rest of you: Tune in next month for the complete story of 'Flashgirl.'

cruising tragedy — cont'd

Fourteen hours later, a Honduran vessel took Willem and his mother aboard and raced them ashore. Upon arrival, a U.S. military helicopter rushed the boy to a clinic. Unable to anchor, Jacco had to motor to Roatan, more than 24 hours away. As the father motored, doctors removed part of one of Willem's kidneys and fixed the other one, but there was nothing that could be done about the severed spinal cord.

With Willem still in danger of kidney failure, Jim Haynie, president of the Amateur Radio Relay League, learned of the situation. The Dallas businessman was able to get the local Children's Hospital to send their jet to bring Willem and his parents back to Dallas. At this writing, the young boy's condition has stabilized, but he'll never walk again. He nonetheless has surprised everyone with his bright outlook, and insistence that he's glad he got shot rather than either of his parents.

Skip Allan of Santa Cruz reports that he had the pleasure of buddyboating with the van Tuijls in Tonga and New Zealand while cruising his Wylie 27 *Wildflower* a few years ago. When the family stopped in Santa Cruz not too many months ago, Willem spent hours using Allan's kayak and an umbrella to sail around the harbor. He and Skip also went out on *Wildflower* to practice racing drills.

As for the Media Luna Cays — of which Half Moon Reef is one small part — the Stone family aboard the Wylie 65 *Saga* from Sausalito report that they are 35 miles off Cabo Gracias a Dios. "What makes the whole thing so scary is that there is no 'there' there. Just a few tiny cays with the odd fishing camp. When we passed through there, the fishing fleet had been extraordinarily helpful to *Deja Vu* out of Morro Bay. There general feeling was that life was hard but the people were honest. I guess that a band of *ladrones* has set up camp on one of the islands and may have been trying to prey on what they perceived to be the 'rich yachties' that sail by. Then again it may have been an isolated incident in which the van Tuijls were simply in the wrong place at the wrong time. Still, it's strange that the guys were in an open boats so far from the coast."

Another Dutch cruising family told the Stones that they didn't feel comfortable when passing Nicaragua and Honduras. "We don't know why, it was just a feeling. One night some fisherman followed us for several hours — eventually we were able to lose them."

If anything, the incident was another testament to skills and capability of Amateur Radio operators. In addition to perhaps saving the Willem van Tuijl's life, they have also started a fund: The Willem Fund, Southwest Bank, Suite 100, 1603 LBJ Freeway, Dallas, Texas 75234.

unusual purchase

A year ago, Peter and Julie Schlenzka hadn't given much thought to sailing — let alone long distance cruising. Then in March of '99, they spent an evening talking with the Edwards family, their neighbors in the Peninsula's tony Portola Valley. As *Latitude* readers may remember, the Edwards had gone to the Caribbean and bought a used Marquesas 53 catamaran, rechristened her *Rhapsodie*, then brought her back to the Bay Area for refurbishing. Last year they took off for the South Pacific, and are currently in Fiji.

After the March evening with the Edwards, the Schlenzkas, and their two children, Alexander, 12, and Priya, 9, decided it would be fun if their family went cruising, too. In less than a month, they were in hot negotiations to buy either a new Lagoon 57 or a new Marquesas 56. Much to their delight, they discovered that a combination of a plunge in the French *franc* and a manufacturer's 10% discount for allowing the boat to be shown at the 2000 Miami Boat Show, meant they'd be able to get a spanking new cat for not much more than their friends had paid for a used one and upgrades.

Having not had that much sailing experience, the Schlenzkas took their interior plans to an old friend who is a psychic — no, we're not making this up — and had her decide which boat they should buy. She

continued on outside column of next sightings page

unusual purchase — cont'd

got the good vibes from the Marquesas 56 plans, and so that's the one the Schlenszkas bought!

Here's another aspect of this new big boat purchase that's unusual: Peter is not an Internet guy! He came to the United States in '87, and has been working as a management consultant ever since. He recently picked up another degree at Stanford, but decided to take a three year family cruising sabbatical around the world before putting his new knowledge to work. After all, a person has to have priorities.

A factory delivery crew sailed the boat — named *Constellation* in honor of the constellation of people in their extended family — from France to Miami, reportedly hitting a top speed of 23 knots. As planned,

continued on outside column of next sightings page

five students

The Coast Guard is working with the Mexican Navy to try to determine the exact cause of a boating accident which left five UC Davis biology students dead on March 27. The accident happened in Bahia de Los Angeles, a popular boating destination about 350 miles south of San Diego.

The five students were part of a two-boat, 21-person biological expedition team that was returning from to Bahia Los Angeles from Isla Cabeza de Caballo



drown in baja

when, in rough conditions, one of the boats was swamped, then capsized. The other boat made it to shore and called the Coast Guard when their companions didn't arrive.

Four survivors and one of the deceased students were located on the beach the next morning. The bodies of the other four had not been found at this writing.

The survivors reported that all nine people started swimming for shore together, but gradually became separated.



Mike Katz' WylieCat 48 'Ahava' is one of the most actively-sailed boats on the Bay. And whenever she's out, she's always looking good.

unusual purchase — cont'd

the boat was displayed at the Miami Boat Show. The Schlenszkas were recently back in the Bay Area cleaning out the house they sold, and have since taken off for their boat and the Bahamas. They'll do some quick cruising in the Eastern Caribbean, then head south to hurricane-free waters. After hurricane season they'll begin their trip around the world. They have one crew and are looking for another.

Have you bought a new boat — large or small, new or used — and want to share your story? We'd love to hear from you.

short sightings

CHANNEL ISLANDS NATIONAL PARK — Hantavirus has been found in some deer mouse populations on Santa Cruz, Santa Rosa and San Miguel Islands in Channel Islands National Park. Although no documented cases have appeared among visitors to the islands, the National Park Service has issued a public notice to make people aware.

Hantavirus, or ARDS — Adult Respiratory Distress Syndrome — causes flu-like symptoms including fever, fatigue, muscle aches, headaches and vomiting. These are followed by rapid onset of respiratory distress 12 hours to several days later. If not treated, Hantavirus is a life-threatening illness.

The disease is spread through contact (airborne or skin) with urine, feces or nesting material of rodents — in this case, mice — or through contaminated food or water.

To reduce your risk of infection, the Park Service issues these guidelines:

- Do not feed wild animals.
- Avoid contact with rodents and rodent burrows
- Do not disturb dens
- Do not pitch tents or place sleeping bags in proximity to rodent feces or burrows or near possible rodent shelters.
- If possible, do not sleep on bare ground. Use tents with floors.
- Keep food in rodent-proof containers.
- Promptly discard all garbage and trash in rodent-proof containers.
- Do not handle sick or dead animals.

There is no evidence to suggest that travel should be restricted. Most tourist activities pose little or no risk. However, persons engaged in outdoor activities such as camping or hiking should take precautions to reduce the likelihood of their exposure to rodents or potentially infectious materials.

Editor's Note — Obviously, some of the above cautions would probably not apply to cruisers. Nor would boaters be considered at high risk for contracting Hantavirus. However, since this is such a serious disease, we decided to run the entire text of the National Parks press release as a public service. If you do experience any of the symptoms listed here after visiting the Channel Islands, contact your physician without delay.

ST. MARY'S, ISLE OF SCILLY — Pete Goss' radical 120-ft catamaran *Team Phillips* suffered a 'severe structural failure' — which is English understatement for 'pretty well demolished itself' — about 30 miles off the Scilly Isles on March 29. The giant cat, built for the grueling crewed round-the-world dash called simply *The Race*, was supposed to handle the huge seas and savage winds of the Southern Ocean, but broke apart in only 18 to 20 knots of wind in flat water after only six hours of sea trials. The failure was in the leeward (port) hull, which snapped off at the crossbeam. The 45-foot section drifted free as the crew worked to save the \$7 million boat. *Team Phillips* was towed back to port backwards; the missing bow section was recovered later.

Although Goss remains outwardly optimistic, the failure is a serious setback to the program. At this writing, it appears that the problem may be in the layup of the carbon/Nomex core. There has been no estimate of when the boat will be repaired — or who will pay for it.

BAY AREA



The Wind Machine. That's what we call it. Mother Nature hits the starter button this month, and from now through September, sailors on San Francisco Bay will be treated to a breeze so dependable you can practically set your watch by it.

As the name implies, the Wind Machine is a large thermodynamic engine. Sunlight is the fuel. It works like this: Sometime in May, the Pacific High finally reforms out in mid-ocean after its winter hiatus. It hovers around mid-Pacific be-

tween here and Hawaii all summer kind of like a huge pressure cooker just dying to blow off steam — except in this case it's heavy, cold steam. To our east, the Central Valley and arid Nevada deserts start percolating, creating huge low-pressure zones.

Air, being air, naturally wants to flow from the area of high pressure to 'fill in' the void left by the low — the old 'Nature abhors a vacuum' principle. And we're talking lots of air. Only thing is, there's a

bunch of bumpy coastline in the way. One of the few places the High's mass of cold, wet air can pass unimpeded is the entrance to San Francisco Bay. Like a raucous gang of hooligans, it all tries to crowd through at the same time, which creates our famous, boisterous winds. It can be blowing a calm 8 to 10 knots a few miles offshore, while under the Golden Gate it might be blowing 25 or 30.

You get the same basic effect in miniature when a blast of air hits you as you



SAILING PRIMER

enter a large building.

Sorry if that explanation was too technical for you. But as we say, you can almost set your watch by the Wind Machine — on by noon, off by cocktail hour. And you can depend on plenty of breeze when it's up and running: 15 to 30 knots *every day* in the summer.

Of course, as any experienced Bay sailor will tell you, there's more to sailing

Good wind, spectacular backdrops and great destinations — if there's any better place to sail on earth than the Bay, we don't know about it.

hereabouts than just putting up some sails and flopping around like they do in Southern California. Up here, you have strong currents, big ships, marauding buoys and other stuff you must be at least tacitly familiar with to safely enjoy yourself.

In fact, there are so many dynamics going on out there that it may take new-

comers the better part of a whole summer sailing season to really figure out the game plan. That's why we've put together the mini guide you'll find in the next few pages. By following the few simple maxims put forth in our semi-regular Bay Primer, your forays into the wild green yonder will instantly seem more like you've read sailing should be: fun. You may still have only the slightest idea of what you're doing, but you'll have a lot more fun learning. See you out there!

BAY AREA

Potato Patch

Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than morning.

Sausalito

Yellow Bluff

Hurricane Gulch

Golden Gate

Chill Pill

One thing sailing on San Francisco Bay is not in the summer is warm. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, they wick moisture away from the skin. So go for undergarments of polypropylene, then polyester (like Synchilla), and a top layer of quality foul weather gear (those made with Gore-Tex are best if you can afford them). Too warm? Remove a layer. Not warm enough? Add a layer — this isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly. And it's all downhill from there.

San Francisco

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening off sunny Sausalito as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

Alcatraz

Hospital Cove

Angel Island

Raccoon Strait

Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one only) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the girlfriend, follow the advice under 'Clockwise for Comfort', ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. Make sure when she feels the need to "call Ralph on the porcelain telephone" that she does so over the leeward side — just as you punch through another breaking wave.

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.

Oakland Estuary

Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat your way up, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

Treasure Island

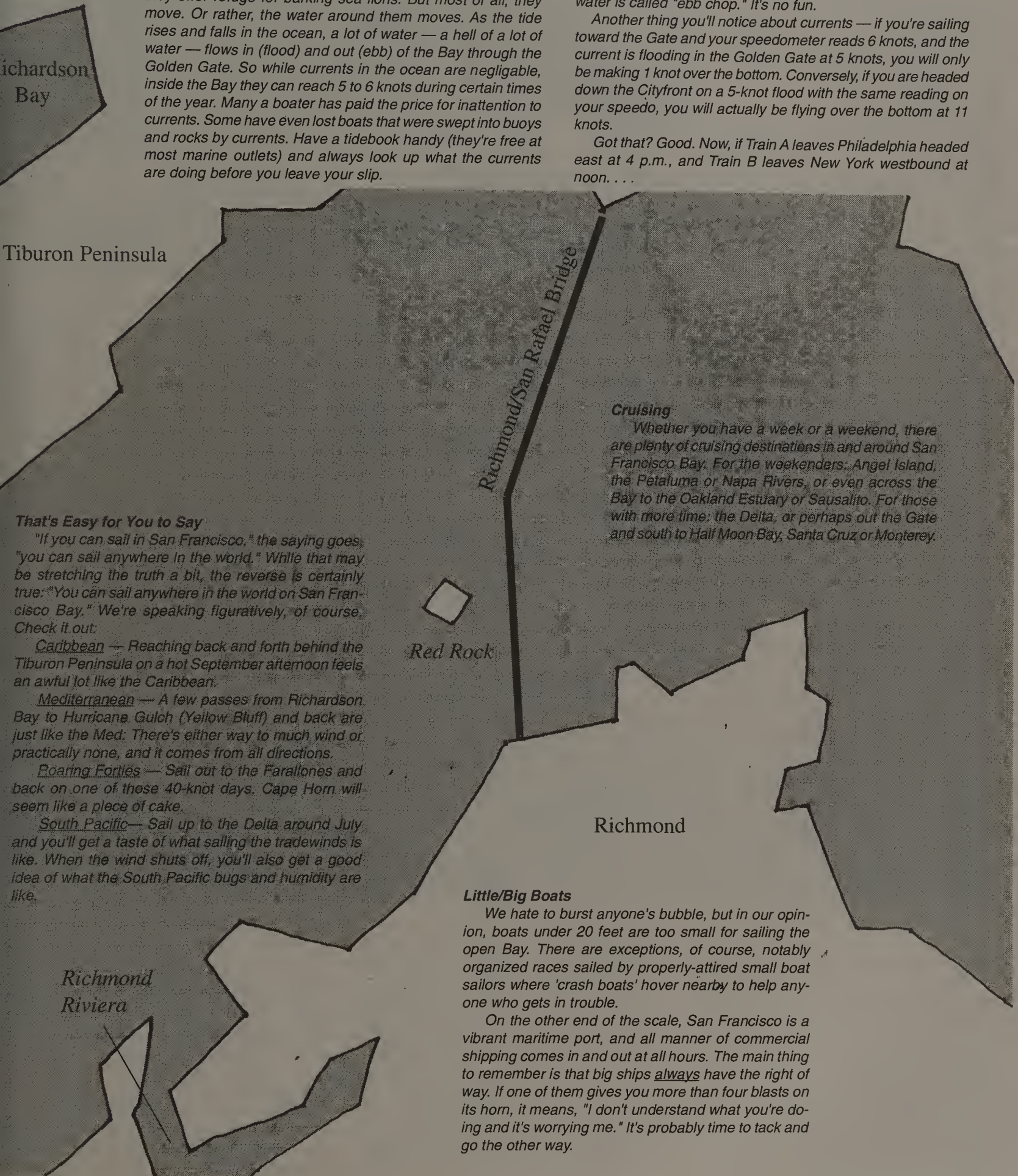
Time and Tide Wait for No Man

The many buoys stationed around San Francisco Bay are very animated objects. They whistle, they blink, they clang, they offer refuge for barking sea lions. But most of all, they move. Or rather, the water around them moves. As the tide rises and falls in the ocean, a lot of water — a hell of a lot of water — flows in (flood) and out (ebb) of the Bay through the Golden Gate. So while currents in the ocean are negligible, inside the Bay they can reach 5 to 6 knots during certain times of the year. Many a boater has paid the price for inattention to currents. Some have even lost boats that were swept into buoys and rocks by currents. Have a tidebook handy (they're free at most marine outlets) and always look up what the currents are doing before you leave your slip.

Associated with this, if there's a big ebb (brown water) flowing out the Gate and a big wind coming in, the resultant bumpy water is called "ebb chop." It's no fun.

Another thing you'll notice about currents — if you're sailing toward the Gate and your speedometer reads 6 knots, and the current is flooding in the Golden Gate at 5 knots, you will only be making 1 knot over the bottom. Conversely, if you are headed down the Cityfront on a 5-knot flood with the same reading on your speedo, you will actually be flying over the bottom at 11 knots.

Got that? Good. Now, if Train A leaves Philadelphia headed east at 4 p.m., and Train B leaves New York westbound at noon. . . .



Tiburon Peninsula

Richardson Bay

Richmond/San Rafael Bridge

Red Rock

Richmond

Richmond Riviera

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be stretching the truth a bit, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes from Richardson Bay to Hurricane Gulch (Yellow Bluff) and back are just like the Med: There's either way to much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

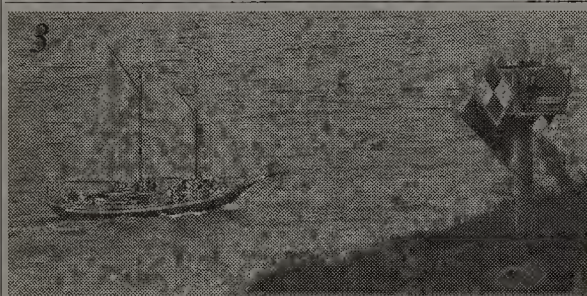
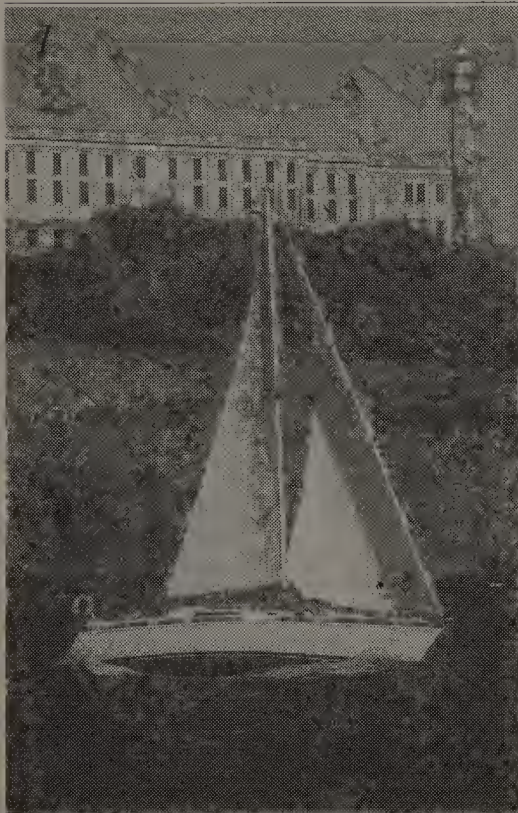
South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly-attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way.

BAY AREA



The Perfect Daysail

If you've studied and understood the tips and suggestions on the previous pages, you're ready for the Perfect Daysail. Start anywhere east of Alcatraz at about 11 a.m. — at which time the fog is beginning to burn off and a light breeze is filling in. From Alcatraz you're going to be sailing. . . what way? . . . That's right, *counterclockwise* around the Bay. Begin your Grand Tour along the backside of Angel Island and up Raccoon Strait. (If there's a strong flood in the Strait, you may need to motor through this part.)

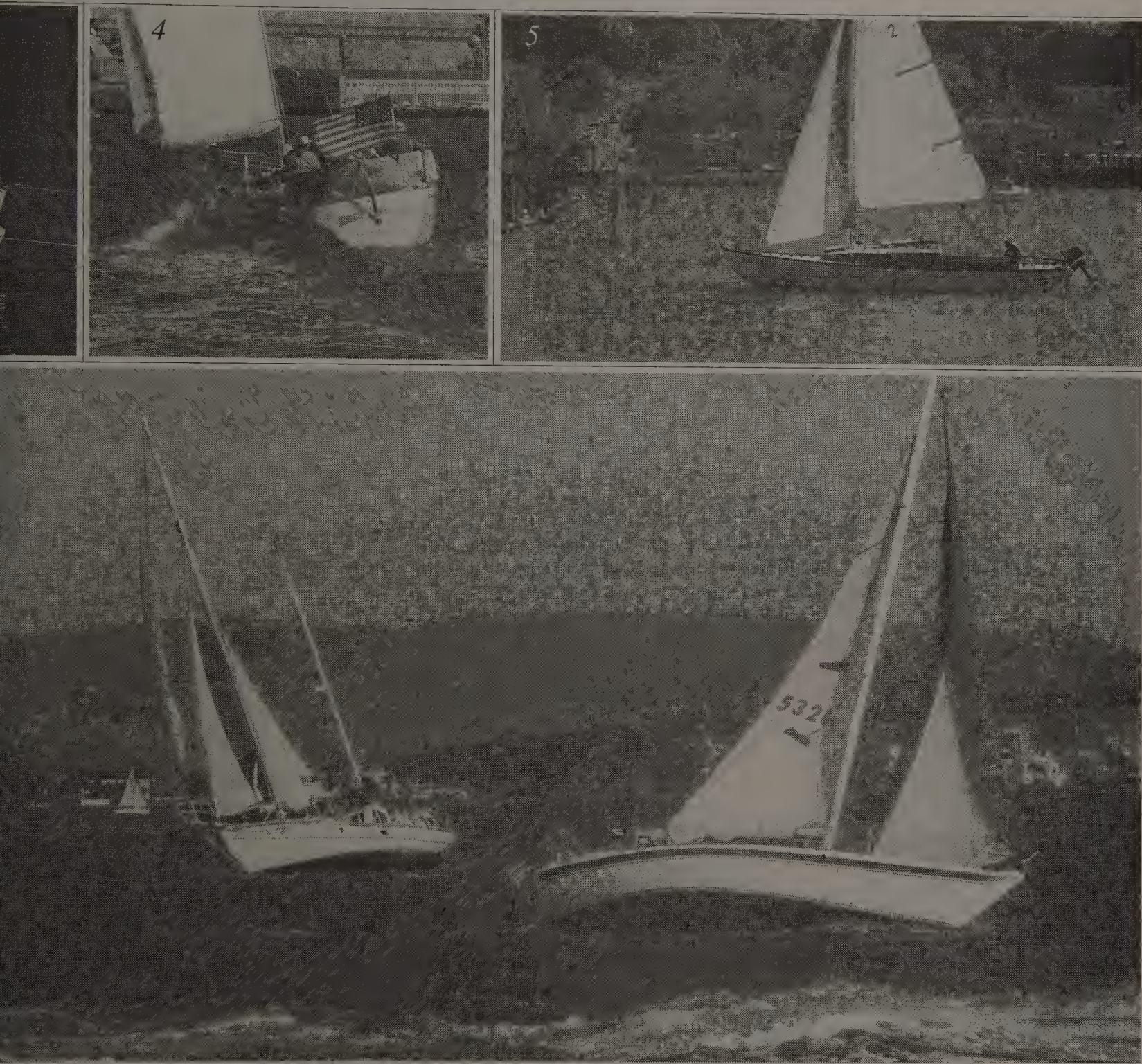
Once around Belvedere Point — you do have a chart aboard, right? — you can reach off toward Richardson Bay and the Sausalito waterfront. If you bear way off to hug the west shore of Belvedere, be careful not to stray past Cone Rock or you'll run aground. The Sausalito side of Richardson Bay is dotted with everything from floating trash to megayachts and is worth a pass. Stay in the channel, though, as the northeast side is shallow and the bottom is riddled with debris.

Sailing back out the Sausalito Channel, hug the shoreline and enjoy the Medi-

terranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It's not marked on the charts, but you'll know when you're there.

Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin headlands.

SAILING PRIMER



As these photos show, the Bay was already brimming with activity in April — despite the frequent rainstorms. 1) San Francisco is dripping with history. Keep a cheapo history book aboard and you can keep friends (and yourself) entertained for hours. 2) Angel Island's Ayala Cove — also known to locals as Hospital Cove — offers calm respite from the bluster of a summer day. 3) Winds can really howl off Yellow Bluff's Hurricane Gulch. 4) When in doubt, let it out — if your guests appear concerned or queasy, ease off and head downwind to calm their fears (and stomachs). 5) Many sailors find singlehanded to be karmically rewarding. 6) The Bay is big enough to accommodate everyone — just know the basic right-of-way rules and keep a good lookout. 7) If you're in the market, you can find boats of every size and type for sale locally. If you're not, try one of the many local charter companies that advertise in our pages.

If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've gone as far to weather as you're going to. With the breeze approaching its maximum

strength about, there's no better time to start reaching and running.

So go ahead and cross over to the San Francisco side of the Bay. If you seized the day and sailed seaward as far as Point Bonita, aim for Mile Rock, then cruise for the Baker Beach shore and the red South Tower buoy. Don't take your eye off that buoy, because for a stationary object, it sure seems to get involved in a lot of 'collisions' with boats.

It's possible to sail between the South Tower and shore — if you know where the rocks are. If you don't, we suggest you

BAY AREA SAILING PRIMER

sail through the main span of the bridge. And remember to give the South Tower Demon his due: a wide berth as you pass the South Tower. If you don't, he'll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower's cement cofferdam. Whee-ha, we're having some fun now!

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. Don't worry, they won't hit you. At least not too often.

This part of the Perfect Daysail will afford you one of the great views of San Francisco, the place locals call "The City" (never "Frisco"). If any greenhorns aboard

felt queasy earlier, roust them out from their bunks below now and tell them to enjoy the view. No one pukes downwind.

Want an interesting detour? Jibe out toward Alcatraz. The likes of Al Capone and Richard 'The Birdman' Stroud once gazed out those forbidding walls. The prison closed in 1963. Now Hollywood goes there to make movies. The 1996 flick *The Rock* even opened there in the old prison yard!

Once you've checked out Alcatraz — no landings allowed for recreational boats — jibe back and jog over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while enjoying the Manhattan-like skyline along the Embarcadero.

From here on, you have a number of options. You can power reach up the Bay to either the lee of Angel Island or the Tiburon Peninsula to drop your hook for the afternoon or the whole evening. Or

you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. (Most days, that's about 2 p.m., with max breeze around 4.) Remember to reef early and make sure your guests are dressed warmly — terrifying chilly friends by sailing rail down for extended periods is the fastest way to become a singlehander.

If you (or they) didn't bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee side) of Angel Island. If you're not quite up to the Perfect Daysail yet, practice up on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena.

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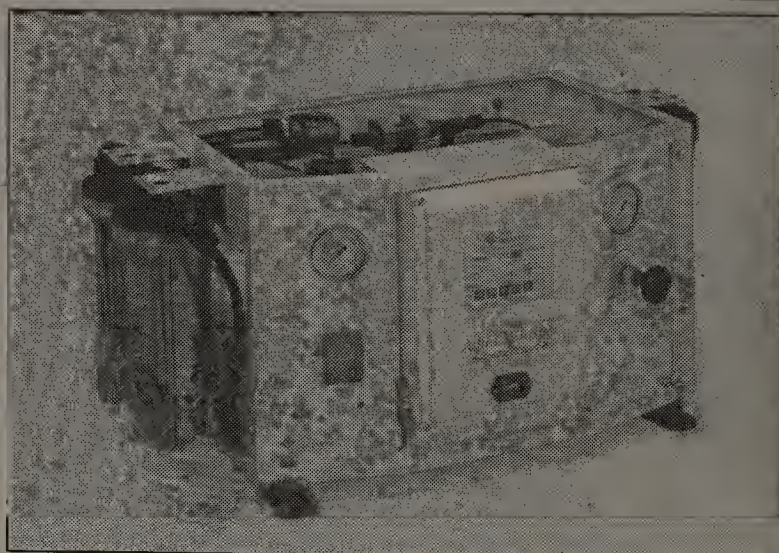
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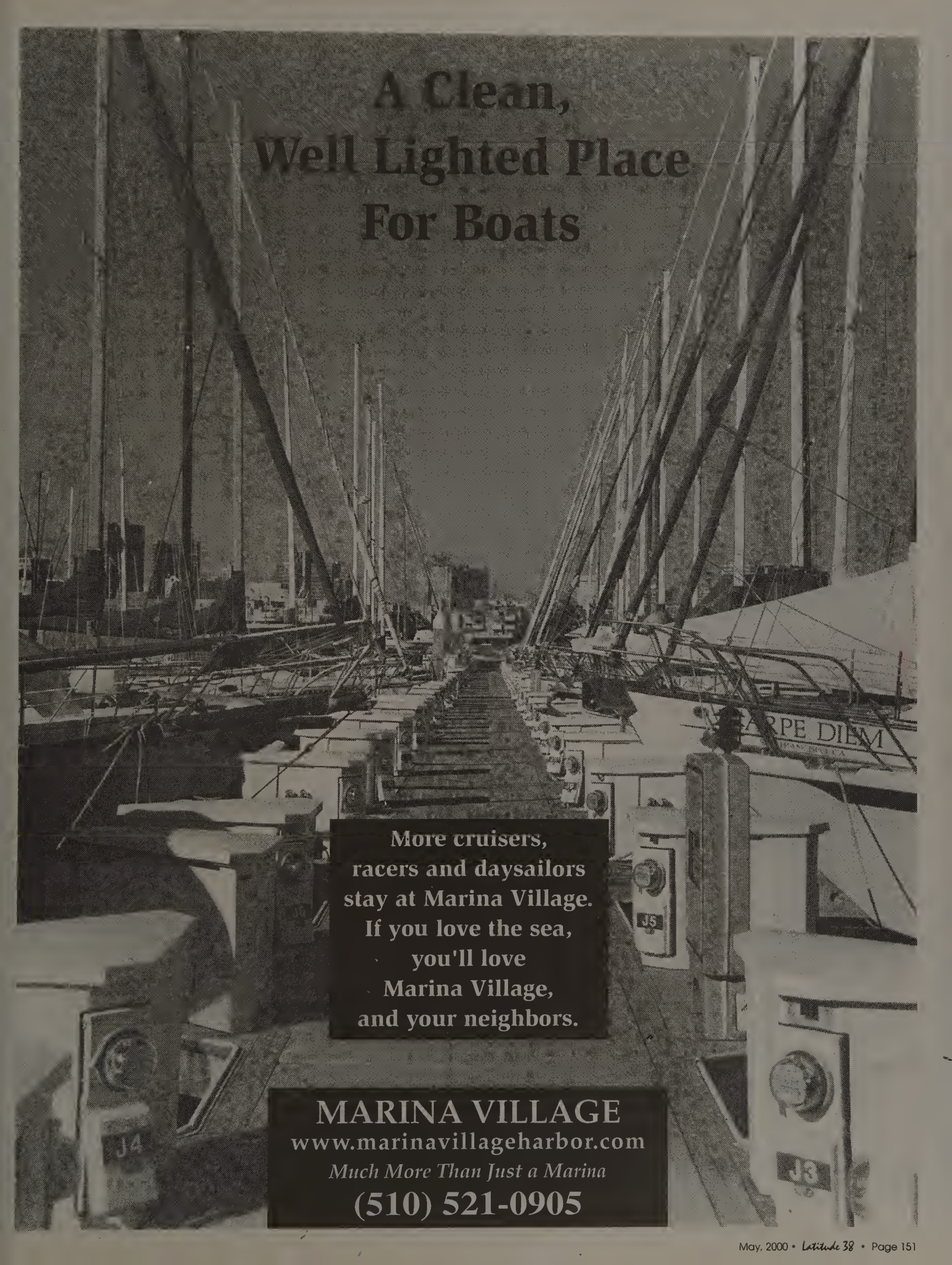
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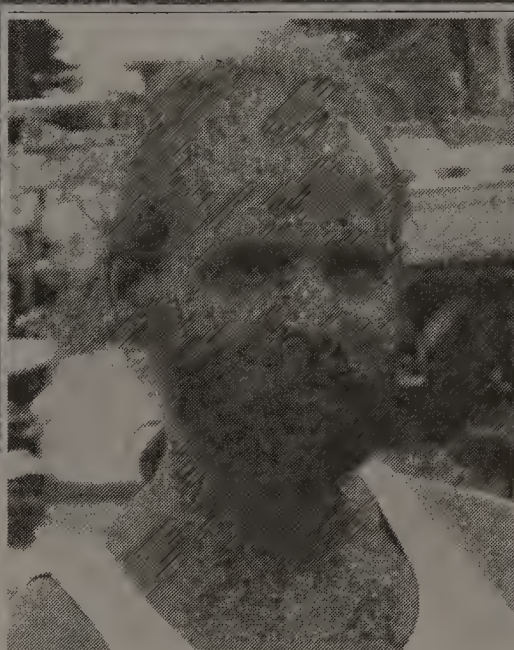
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SINGLEHANDED FARALLONES

"It's the nicest Farallones Race I've ever done," said Lee Garami. And he wasn't saying that just because he sailed his Hobie 33 *My Rubber Ducky* to division and overall honors. We heard the same thing from everyone else we talked to, whether they placed or not. With slightly hazy skies, a moderate, steady westerly and a mild swell, it was quite possibly the most lovely sailing day in the 22-year history of this Bay Area classic.

Fifty-six boats started the 58-mile round trip on April 8. Two didn't make it past Point Bonita where, during a mis-



Lee 'Mighty Duck' Garami.

For the rest of the fleet, flushed out the Gate by a healthy spring ebb, it was an easy beat to Southeast Farallon Island in breezes of 10-12 knots, with a race-high of 15-20 recorded at the island itself. Quite a contrast to years past when

boat went from about 8 knots to zero; the rig and skipper kept going. Crashing hard into the companionway didn't break any bones, but Lee, a quality specialist at the Stanford linear accelerator, was sore for a few days. Svendsen's replaced the fallen rig in short order and the actively-sailed *Ducky* was soon back on the local race-track.

The steady winds and small swells were perfect conditions for a full main and #3 on the Hobie, which Garami characterizes as "a great shorthanded boat. It's easily driven and the loads aren't very high." With the clever steering system (borrowed from Farallones veteran Dan Benjamin) he uses, it makes singlehanding even easier. Lee eschews an autopilot for an 'endless' steering line whose ends attach to the tiller. The 'loop' in between is led through blocks on either rail and forward across the foredeck. The 'key' to the system is a bungee cord from the pulpit to the foredeck part of the 'loop' that tensions the whole thing. With this ar-

"I asked myself what I really wanted to do in my life, and the answer was: I wanted to go sailing."

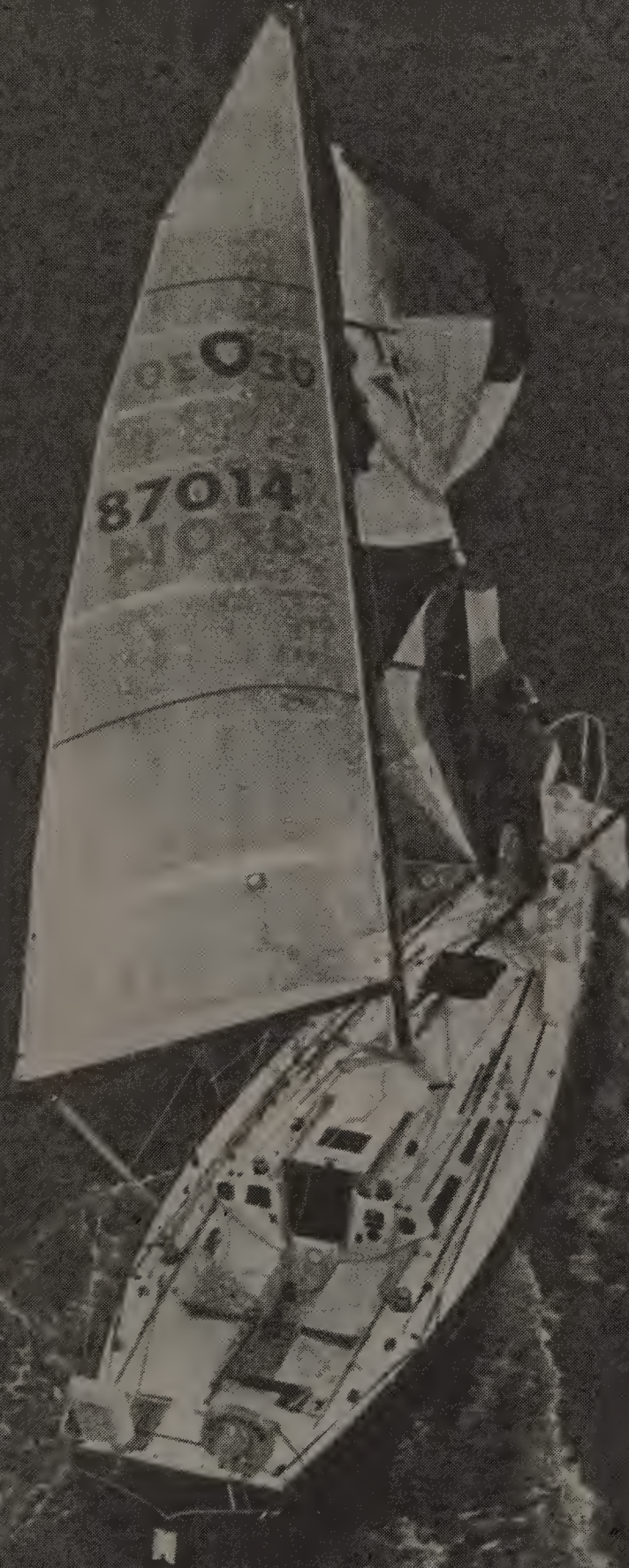
judged crossing, the Newport 33 *Pelagic Fantasy* smacked the rear quarter of the starboard-tack Ericson 35 *Sail A Vie*. Although neither boat suffered heavy damage, both retired and were escorted in by an official from the race-hosting Singlehanded Sailing Society.

a quarter of the fleet sometimes bailed in the first few miles and the rest came back shell-shocked and hypothermic.

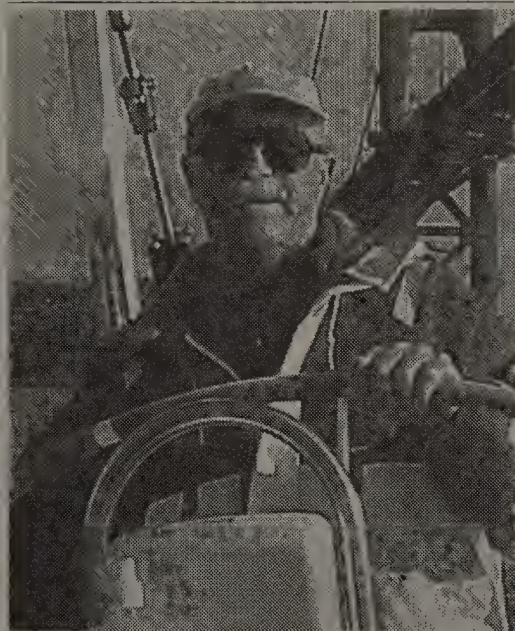
For Garami, it was also quite a contrast to three years ago, when *Ducky* plowed into a whale on the homeward stretch, just past the Lightbucket. The

I've been slimed — Tom Knowles un-wedgies 'Dragonsong' after she tussled with the South Tower Demon.

— UNPLUGGED



SINGLEHANDED FARALLONES



Doug McClafin.

rangement, the tiller will stay put when you let go, and when you're handling sails on the foredeck, you can still steer if you need to.

The 2000 race marked Lee's 10th straight year of participation on the same boat, so he pretty well knew going out that he was doing well — especially when he got to the island just ahead of *Hobbie Horse*, one of two other Hobie 33s in the race. 'Horseman' Mark Halman had an excellent spinnaker set and momentarily pulled ahead as the two boats cleared the island, and the drag race was on! Lee overtook the *Horse*, and gradually extended his lead down the homestretch. "Having another Hobie in the race really helped me push my boat a lot harder this year," noted Lee.

My Rubber Ducky smoked under the Golden Gate at 16 knots, where the South Tower Demon took a swipe at him for showing such insolence. Garami recovered from the full-on broach, doused his kite and finished under wung-out jib at 6:20 in the evening. Lee felt pretty sure he'd taken the ULDB division again, but was elated to learn that, for the first time, he had taken first overall, as well.

Finishing not quite an hour earlier was another Farallones veteran, Bruce Schwab, who was sailing Mike Katz's lovely WylieCat 48 *Ahava*. Bruce, who has probably sailed more different boats in this race than anyone, was going for first to finish, and that's what he got. (With a rating of PHRF 15, he knew the possibility of a corrected place trophy was slim.) He also used the race to 'tank test' various ideas he has been working out with *Ahava*'s huge, unstayed 'cat' rig. His

Wylie-designed *Made In America* 60-footer — currently under construction in Oregon — will also have an unstayed mast, and

successful racer for several decades in Hawaii, McClafin moved to the Bay Area in 1988 with a wife, two young children,

"You don't really do these races alone. There's always a bunch of people that make them happen."

Ahava and the solo Farallones have helped him work through a lot of the nuances of this unusual rig.

"The boat was going upwind better than she ever has before on the Farallones Race," says Bruce. "Tactically, it was my best race since '95 when I won on *Rumbleseat*. I was able to hit almost every wind-shift — and there were a lot! Anna (Stockel, on the custom SC 50 *Sundowner*) might have got me for first to finish but she dug too far right on her last port tack out at the island and overstood." *Ahava* finished at almost exactly 5:30 p.m., after 8 1/2 hours on the course.

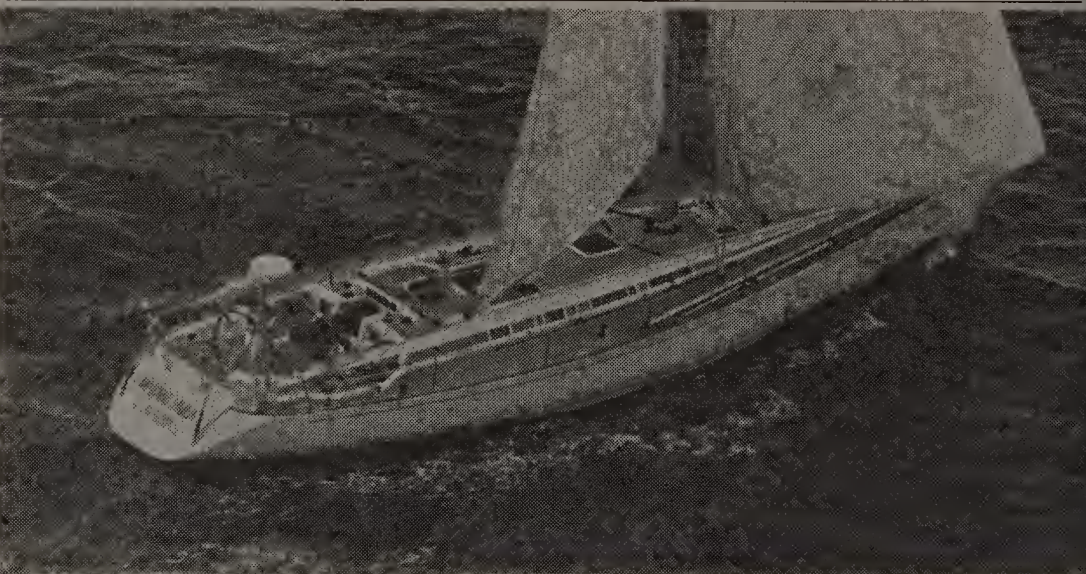
Down in the 'furniture' division, a veritable tenderfoot was also celebrating victory. This is only the third solo Farallones race for Doug McClafin and his Catalina 42 *Lanikai* — but the second win. Hey, he placed third in division his

Philippe Kahn aboard the Swan 48 'Makani Hula' was first around the Rockpile and first in Non-Spinnaker.

a new job and not much time or money left over for sailing. In 1997, he faced a life-threatening illness that made him re-evaluate his life. Although treatment quickly brought him back to health, "It was one of those things that makes you sit up and take notice," he says. "I asked myself what I really wanted to do in my life and the answer came right away: I want to go sailing."

The McClafins were soon in the market for a boat, and 14-year-old daughter Leanne made the final choice of the 42. The boat was soon going out on regular family outings as Doug gradually re-learned some rusty skills. But it wasn't long before she was being actively raced in local crewed events, too. One day a new friend, SSS Commodore Pat Broderick, suggested Doug try singlehanded. So he entered the '98 Singlehanded Farallones, got the crap beat out of him in the 30-knot winds, 12-foot-seas conditions, got third in his division — and loved it.

"But you don't really do these races alone," reminds Doug. "There's always a



very first Farallones race in 1998!

Before that, he hadn't sailed in 15 years.

Doug's recently renewed relationship with sailing — and life — is worth a short pause in the play-by-play. An active and

bunch of people behind the scenes that make them happen." He made us promise to mention his great shore team: Robin Sodaro of Hood Sails, Tom Relya of South Beach Riggers, and Dave of Dave's Diving Service. "Those three guys did all the

RESULTS

CLASS I (multihulls) — 1) Wingit, F/27, Ray Wells. (1 boat)

CLASS II (PHRF 129 and under) — 1) Lanikai, Catalina 42, Douglas McClafflin; 2) Quicksilver, C&C 39, Carl Robinette; 3) Culebra, Olson 34, Craig Riley; 4) Giggles, Baltic 38, Dale Parshall. (10 boats)

CLASS III (130-168) — 1) Mintaka, C&C 36, Michael Maloney; 2) Chesapeake, Merit 25, Jim Fair; 3) Constellation, Wylie 33, Tom Krase. (7 boats)

CLASS IV (169-up) — 1) TGITW, Santana 22, Jeffrey Brown; 2) Tchoupitoulas, Santana 22, Stephen Buckingham; 3) Chelonia, Yankee 30, Ed Ruszel. (6 boats)

CLASS V (non-spinnaker) — 1) Makani Hula, Swan 48, Philippe Kahn; 2) Berserker, Ericson 38, Mark Deppe; 3) Scoop, Wylie 34, Michael Clarke; 4) Sensei, Cal 2-27, Terry McKelvey. (10 boats)

CLASS VI (ULDB) — 1) My Rubber Ducky, Hobie 33, Lee Garami; 2) Hobbie Horse, Hobie 33, Mark Halman; 3) Motorcycle Irene, Express 27, Will Paxton; 4) Starbuck, Black Soo, Greg Nelson; 5) Joe, Hunter 34, Chuck Beazell; 6) Ahava, WylieCat 48, Bruce Schwab. (16 boats)

CLASS VII (Moore 24) — 1) Low Profile, Doug Frolich; 2) Hot Soup, Paul Martson. (5 boats)

OVERALL — 1) My Rubber Ducky; 2) TGTITW; 3) Hobbie Horse. (56 starters, 50 finishers)

was pulling within earshot, "I finally saw the guy stand and start pulling up his trousers. . . ."

— latitude/jr



Dan Benjamin on the way to third in class aboard his Olson 30 'White Knuckles.'

work, I just did the credit cards," he laughs.

He can joke about it, but McClafflin knows his stuff out there. Due to various delays, he didn't get to test his new spin-

naker gear (the boat came with an asymmetrical spinnaker but he had the traditional pole and track added recently) before the race, so he set the new spinnaker and the new pole for the first time on the way in from the Farallones!

Tom Hoynes of the Coronado 34 Sabrina didn't place this year, but his experience seemed an ideal way to 'end' our report on the 2000 race. Tom rounded the island, set his kite and started gaining ground on a Santana 22 that was a little ways ahead — hull down, skidding along at full speed . . . with no one aboard.

At least that's what it looked like. The autopilot was steering the little boat on its mad dash for the Golden Gate, but the longer he watched, the more concerned he became that the skipper and boat had parted company somewhere back around the island. "I actually got out the binoculars and started looking back along the boat's wake to see if I could see where the guy fell off," says Tom. Then, just as he

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SPRING BOATYARD TOUR

Hallelujah — the rains have stopped and spring is in the air! To boatowners everywhere this means just one thing — time to fix up the family yacht before the summer sailing season begins. The Bay Area boatyards are now swarming with activity, so one sunny Sunday morning last month we hopped in the car for a quick lap around the Bay, stopping at eight different yards to 'feel the pulse'.

As usual, there was no rhyme or reason to who we interviewed — we just marched up to the first friendly-looking people we saw and started chatting. What follows, therefore, is a completely random and unpremeditated sample of what's going on at some of the major boatyards. "We're not worthy! We're not doing anything interesting," some folks protested. "Precisely the point of this exercise," we'd reply. "We're looking for *real* people doing everyday stuff, just messing around with their boats during their annual haulout."

Some year, we might get organized enough to do this annual boatyard pilgrimage in a grander fashion. But we kind of like it the way it is — we had no idea who we'd meet that day, which was a big part of the fun. We enjoyed everyone we profiled, from 4-year-old Leif to 78-year-old Oral, and only wish we had more space to tell their stories. We hope you enjoy meeting them, too.

— *latitude/rkm*



Dovetail, Sceptre 41 (left) — The Hasle family were just about the only ones stirring at Alameda's Svendsen's Boatworks when we stopped by early that morning. Turns out they live pretty far away, and had slept on their boat the night before. "We've been scraping paint off the bottom for four days," said John Hasle (far left), who owns a honey winery in Chico ("You learn to ignore the bee stings").

Hasle, his wife Amy and "friend and first mate" Keith Kruger were hard at work on the bottom of the Hasles' new boat, a 1986 Sceptre 41 which they just had trucked out from Bridgeport, Connecticut. The Hasle kids — Jahlela, age 8, and Leif, 4 — were amusing themselves inside the boat, but were coaxed down the ladder for a group photo. "They've grown up sailing on our Hunter 34, and are pretty comfortable around boats," explained Amy. "We come down to the Bay a lot, especially when it gets over 100° in Chico!"

Interestingly, the Hasles found their new boat through the internet. "Check out www.yacht-world.com," said John. "You enter the length, model and year of what you're looking for, and hit 'search'. There are even virtual tours of lots of boats — it's a happening website!" The Hasles will keep *Dovetail* in Emeryville, and are hoping to cruise as far as Catalina this summer. "We really like the idea of the raised view from the pilothouse," said John.



Tiger Beetle, Morgan 45 (above) — "We're in the middle of some pretty major cosmetic surgery," explained Alameda systems programmer Rob Macfarlane (right). "We're filling in the IOR crease on the transom with divinycell foam, basically the same thing *Bodacious* and *InfraRed* have done. You wouldn't believe all the 'expert' advice I've gotten about how to do this — no two people can agree about anything!"

The 1983 Nelson/Marek-designed battlegwagon, which will eventually double as Macfarlane's home and cruising boat, has been in various stages of construction for the three years Rob has owned her. "We pull the tools off Friday night, go racing on Saturday, and then put everything back aboard on Sunday," laughed Rob. Since November, *Tiger Beetle* (named after a "thoroughly nasty yet beautiful carnivorous bug") has been on the hard at Nelson's Marine in Alameda, sitting in the 'field of dreams' section out back. "Every one of these projects around us is an entire story," claimed Rob. Unlike some of the boats, *Tiger Beetle* will actually reemerge from this section of the yard, and will be a much better boat for her visit. "We did a blister job on the bottom, gutted the interior, took out 2,000 pounds of internal ballast and replaced it with a similar weight of furniture, added a bigger rudder, and a lot more. We're converting her from a racing boat to a cruiser, trying to make her more comfortable and easier to control."

Macfarlane hopes to be done in time for the Vallejo Race, but that's not as important as his goal of competing in the upcoming Pacific Cup. He'll be sailing with seven other friends, including Rick Wee, the only one on the 'job site' that morning. "The rest of the crew — my girlfriend Sarita, Richard and Leanne, Eric, Diane, and Brooks — will be here later," said Rob. "This is a huge project, and I couldn't do it without all of them!" Rob's done the SSS TransPac in his previous *Tiger Beetle*, a Newport 33, and is looking forward to his first Pacific crossing — and a six-week vacation — on his new boat. "We don't have any illusions about winning the Pacific Cup," he claimed. "We're in it to have fun!"

Independence, Cheoy Lee Robb 35 (below) — Matthew Snyder lives aboard his 1963 teak-hulled woodie in Alameda's Marina Village. "It's a nice lifestyle," said the CAD designer for a Fremont construction company. "Besides, it's the only way I can afford to own a boat!"

Snyder grew up in Santa Cruz, but only began sailing six years ago. He owned an Ericson 27 before moving up to his classic 35-footer three years ago. "She was already named *Independence*, which seemed like an apt name, so I kept it," said Matthew. "Wooden boats really appeal to me. I decided I don't like the way fiberglass boats smell inside." He has sailed his 'house' — which is three years older than he is — all over the Bay and as far south as Half Moon Bay, but has so far been too busy to take off on any long cruises. "I hope to go down to Santa Cruz this summer, and maybe even leave the boat there for a few weeks," said Snyder.

Independence was hauled out at Mariner Boat Yard, just half a mile from her berth, for her annual Thursday-through-Monday bottom job. Like many Bay Area boat yards, Mariner Boat Yard prohibits customers from doing their own sanding and painting, but Snyder was busy with odd jobs like replumbing the engine's saltwater intake valve. "With a wooden boat, you want to get in and out of the yard as fast as possible," he explained. "Hot, dry weather is the worst thing for wooden boats. . . unfortunately, it looks like I picked a four-day heatwave to do my haulout in."



SPRING BOATYARD TOUR

Hunky Dory, Cape Dory 27 (right) — John Mazza (on stepladder), a native Rhode Islander who drove west after college and never left, was spending the weekend at San Francisco Boat Works doing routine biennial maintenance on his 1978 cruiser. His 9-year-old son Nick — who has been sailing on *Hunky Dory* since he was six weeks old — was with him, but the rest of the Mazza family was up skiing at Sugar Bowl. "How do you like that?" joked John, who lives in Brisbane and works as a VP of a staffing firm. "I get to do all this work, pay the yard bill, and pay for their ski trip, too!"

Fortunately, it was a nice sunny day and Mazza and his longtime friend Tim Donnelly appeared to be enjoying themselves. "I love everything about boats, even working on them," claimed Mazza, who was redoing *Hunky*'s teak rubrails with a Teka product while Donnelly was getting ready to repaint the boot stripe. "Sailing on the Bay, with a crew or alone, is the perfect antidote for stress."

Both he and Donnelly, who owns the wooden Golden Gate *Chewink*, are members of the nearby Bay View BC. *Hunky Dory* is stabled at South Beach Marina, in the shadow of the new Pac Bell Park. How has the new baseball stadium affected the local sailors, we wondered? "It's too soon to be sure, but so far I haven't seen any real conflict," said Mazza. "But ask me again in a month or so, and I'll have a better idea."



Punk Dolphin, Wylie 39 (left) — Point Richmond architect Jonathan Livingston (right) and buddy Andy Hamilton, a Wabbit sailor and perpetual grad student, were checking out their new top-secret 'torpedo tube' on Livingston's 15-year-old racer/cruiser when we wandered through the vast KKMI complex. "We're nearing the end of a seven-month, top-to-bottom rehab," explained Jonathan. "It's *Punky*'s midlife 'face lift' — a complete blister job, hull faring, repainting, the whole works. She looks absolutely great again!"

Jonathan's office is on the KKMI grounds, so he has devoted every spare minute to the ambitious project — a mixed blessing. "It's become all-consuming," he admits. "It's cost me a relationship, and untold dollars and time. . . but that's sailing for you!" The gleaming white boat will be relaunched in two weeks, after which Jonathan and Andy will begin training for July's doublehanded Pacific Cup. "But the turnout in the doublehanded classes is pretty lame this year, so we may yet pick up a few more people and go crewed," said Jonathan.

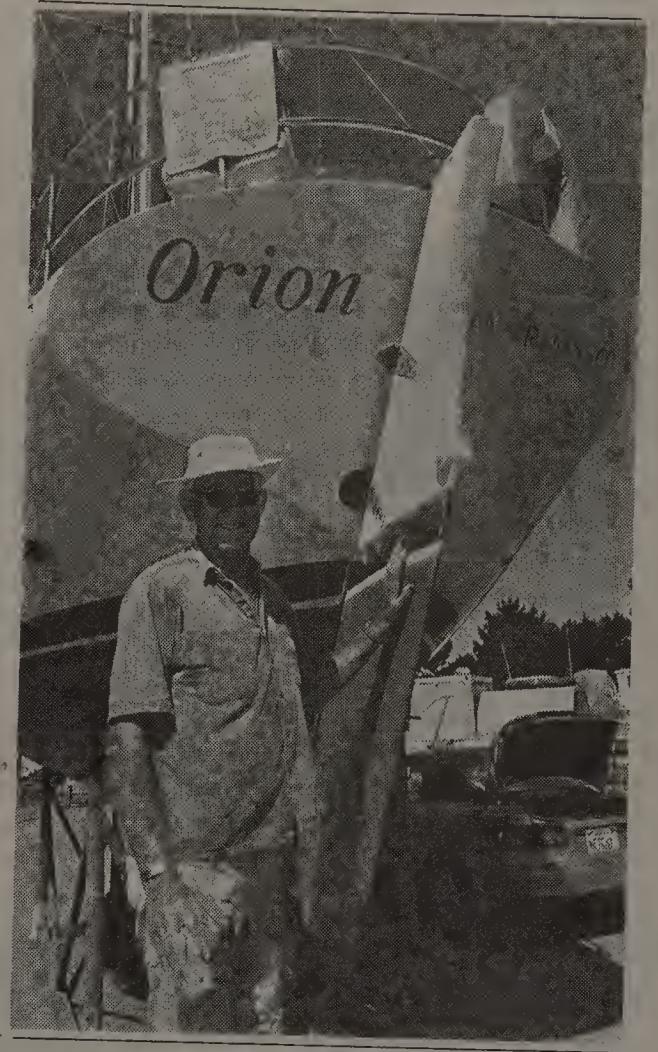
This will be *Punky*'s second trip to Hawaii (she won Doublehanded II last time), as well as Jonathan's seventh Pac Cup and 17th crossing. Readers with long memories may recall that one of his earlier claims to fame was a blazingly fast doublehanded trip on the Express 27 *Light'n Up* in the '84 Pac Cup ("Who you gonna call? Squallbusters!"). We haven't studied this summer's Pac Cup entry list yet, but figure *Punk Dolphin* is sure to be one of the pre-race favorites, whatever division she ends up sailing in.



Orion, Independence 31 (right) — Oral Moore, a delightful 78-year-old retired civil engineer from Berkeley, hauls his boat every two years at the Berkeley Marine Center for routine maintenance. He was waxing the topsides of his 1976 Bruce King-designed, Ericson-built 31-footer this day, almost at the end of a four-day layover. In the three days prior, Moore sanded the bottom and then applied two coats of bottom paint himself. "The job wasn't too bad this year, mostly because the paints keep getting better and lasting longer," he marvelled, showing us a can of green West Marine Bottom Pro paint he used this year.

A native of Des Moines, Iowa, Moore discovered the Bay Area courtesy of the U.S. Navy and World War II. He settled down here after the war, racing an Aurora 21 and a Cal 20 out of Golden Gate YC before buying *Orion* 22 years ago. "I'm a frustrated cruiser," he laughed. "I've taken the boat between Catalina and Eureka, and around the Delta, but never did get any further. People have sailed these boats around the world — they're small and sturdy, and quite comfortable."

Moore was looking forward to daysailing *Orion* out of her Emeryville slip now that summer is almost here. "Sailing keeps you going," figured Oral, who added cryptically, "Stay out of hospitals; they're full of germs!"



Eternity, Camper Nicholson 55 (left) — "We found our boat through a classified ad in *Latitude*!" said Ed Seckendorf and Camice Revier. "We bought *Eternity* from a guy in Richmond last October, brought her here (Bay Ship & Yacht in Richmond) in November, and have been working on her ever since!"

As the fifth or so owners (one of whom had the boat confiscated by the Feds for smuggling drugs) of the 1972 English-built yawl, the couple were faced with lots of deferred maintenance — including a badly blistered hull. No strangers to boat projects (they've previously owned a Newport 28, Catalina 38, and Pearson 44), the couple was undaunted by the magnitude of the task. "Boats are a disease!" laughed Ed, a general contractor and master carpenter from Pinole. "It helps to have a Type A personality. You have to get obsessed with the project, and stay obsessed — or you'll get overwhelmed and never finish."

Camice, a Marin County mortgage broker, and Ed attack a new project every weekend. They've redone the interior, the wooden decks, rebuilt the engine, and are halfway through the plumbing system. "We do everything together, and keep each other's spirits up," said Camice. "But we draw the line at fiberglass work — you itch for weeks afterwards!" Steve Taft's professionals are doing the glass work, which at the moment is on hold — after layers of bog were ground off, the bare hull was wetter than expected and is still drying. In a few more months, the hull will be sealed up, painted hunter green, and a virtually new *Eternity* will grace the Bay again.

SPRING BOATYARD TOUR

Player, Lancer 36 — Partners Keith Pinnix (left) and Al Silva, with help from Silva's 11-year-old daughter Caroline, were buffing up the topsides of their 1982 dark blue Lancer 36 at Anderson's Boat Yard in Sausalito. The men were happy to take a break and talk with us, though Caroline was a little skeptical about our mission ("Where will this appear? Will my friends see this?").

Player, which we've seen sailing out of Sausalito for years, was at Anderson's for her annual 'shave and a haircut'. "We generally haul her out every 12 or 18 months," said Silva, a StFYC member and commercial real estate broker. "We let the yard paint the bottom and do any hard stuff, and we spend the weekend waxing, cleaning and puttering about."

Silva had owned *Player* since she was new, taking in Pinnix, a software executive and Sausalito YC member, as a partner three or four years ago. Both partners live fairly far away from the boat's Sausalito slip — the Silva family in San Carlos and Pinnix in Boulder Creek — so they often stay overnight on the boat when they use it. "We've sailed all over the Bay and Delta, including about a million trips to Tinsley Island," said Silva.



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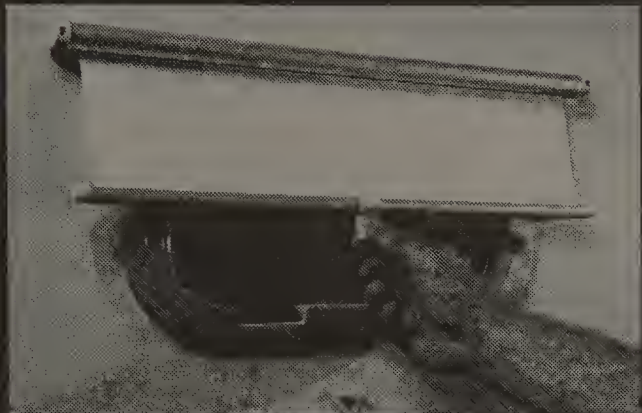
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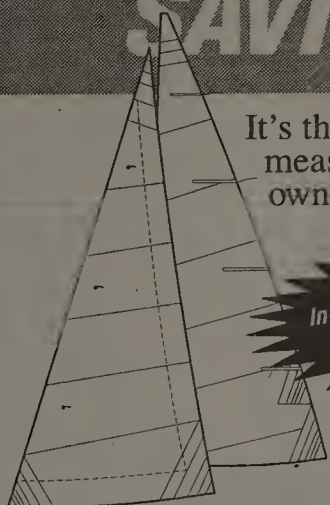
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THE BIG WINNER

For yet another year in a row, the overall winner of the Banderas Bay Cruiser's Regatta wasn't a boat in any of the five PHRF racing divisions, in the heavyweight cruising division, or in

cruising regatta.

The sailing conditions for the March 23-26 regatta were just a few knots shy of ideal. The air temperature was in the mid-80s during the

day and the mid-70s at night, with no humidity — so that was just right. The ocean temperature was a refreshing but pleasant 72 degrees. The first day it blew from 12 to 18 knots with a few higher gusts, which is at the upper range of what participants hope for when racing their homes. The second day started out

with about seven knots, which is on the light side, but built up to a satisfying 13 knots. The last of the three races was hampered by nearly an hour of winds under five knots, although it later picked up to about 12 knots. Given the

generally light winds throughout, the water was as flat as a tortilla — so nobody complained.

When the Banderas Bay Regatta started eight years ago, the venue wasn't nearly as nice. As Rob and Monica Lambert recall from sailing their Yorktown 33 in the '93 regatta,



Paradise Resort & Marina didn't even exist. In those early years, the fleet would sometimes race out to Punta Mita where they would anchor for the night. Oddly enough, back then the skippers were requested to wear blue blazers when ashore.

For the last several years, the regatta has been based out of Graziano Sovrnigo Cavallin's Paradise Village Resort & Marina, which is located about five miles up the coast from Puerto Vallarta. Participants couldn't be luckier. Graziano keeps his 600-room resort and its 18-month old marina — with the help of Harbormaster Dick Markie — in excellent condition. The resort has all the amenities anyone could want — including a great beach, pools, hot-tubs, a first-class spa, a brand new shopping center with Internet connections, and even a small zoo. The only reason anybody ever needs to go into

The Schock 40 'Cincos' was in a class by herself.

Puerto Vallarta is if they want to dance on a bar.

The 11-mile Banderas Bay race course was conve-

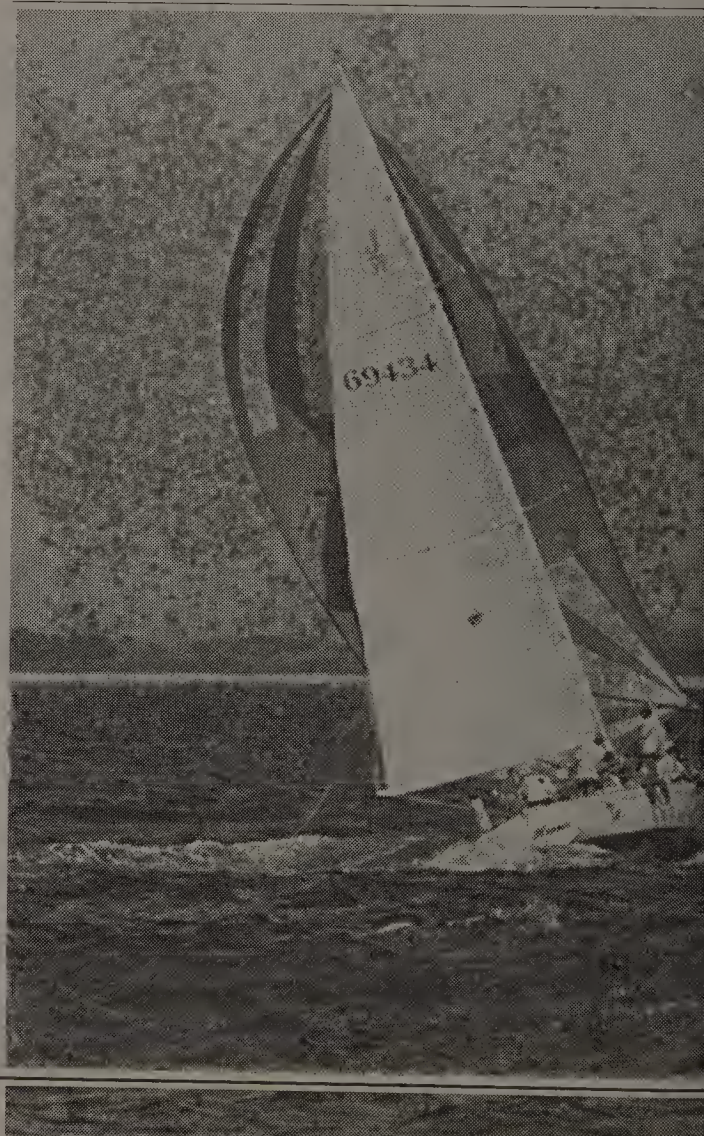
niently located just a couple of miles from the marina. Thus nobody needed to leave the dock until noon for the 1:00 pm starts. When the day's racing was over, it



The Banderas Bay Regatta is a great place to hang out.

either of the two multihull divisions. It wasn't even a boat, but rather the idyllic venue just north of Puerto Vallarta and the near perfect conditions for a

Lupe Dipp. The cheeky lady is a skipper.



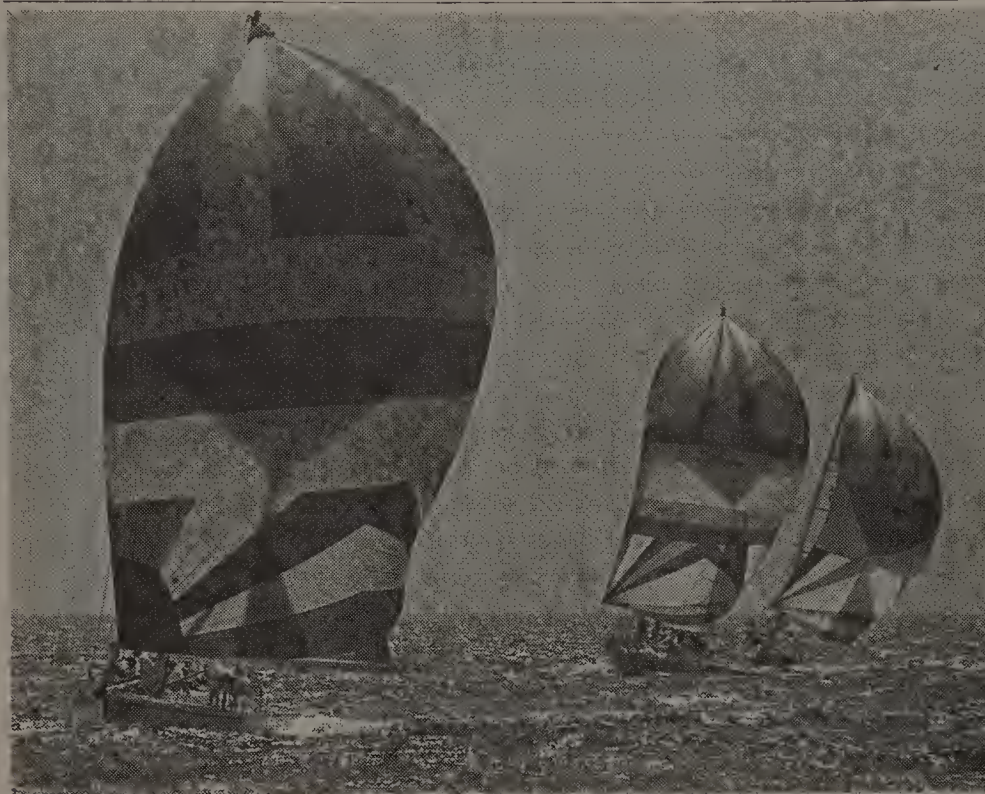
was just a half hour back to the marina — and another 15 minutes before you were in the hot-tub watching the sun set over the palm-lined beach while the ever-pleasant waiters handed you another margarita. The racers life is a tough one.

A unique aspect of the regatta is that it doesn't cost anything — zilch, nada — to enter. Thanks to banker and powerboater Terry O'Rourke, who revived the faltering event several years ago, the regatta enjoys the full backing of many local businesses and

government officials. It also gets countless hours of volunteer support from the present and past members of the cruising community.

There was a charge for berthing in the marina, of course, but for the duration of the regatta it — like the resort rooms — was discounted 50% for participants. Since the 135-slip marina couldn't accommodate all the entrants, a mooring line was established in the Nuevo Vallarta Basin, and boats were able to hook on for

'Astraeus' to windward, 'Blue Heron' on the spinnaker run.



free.

Individual participants were charged \$65 — but only if they wanted to partake of

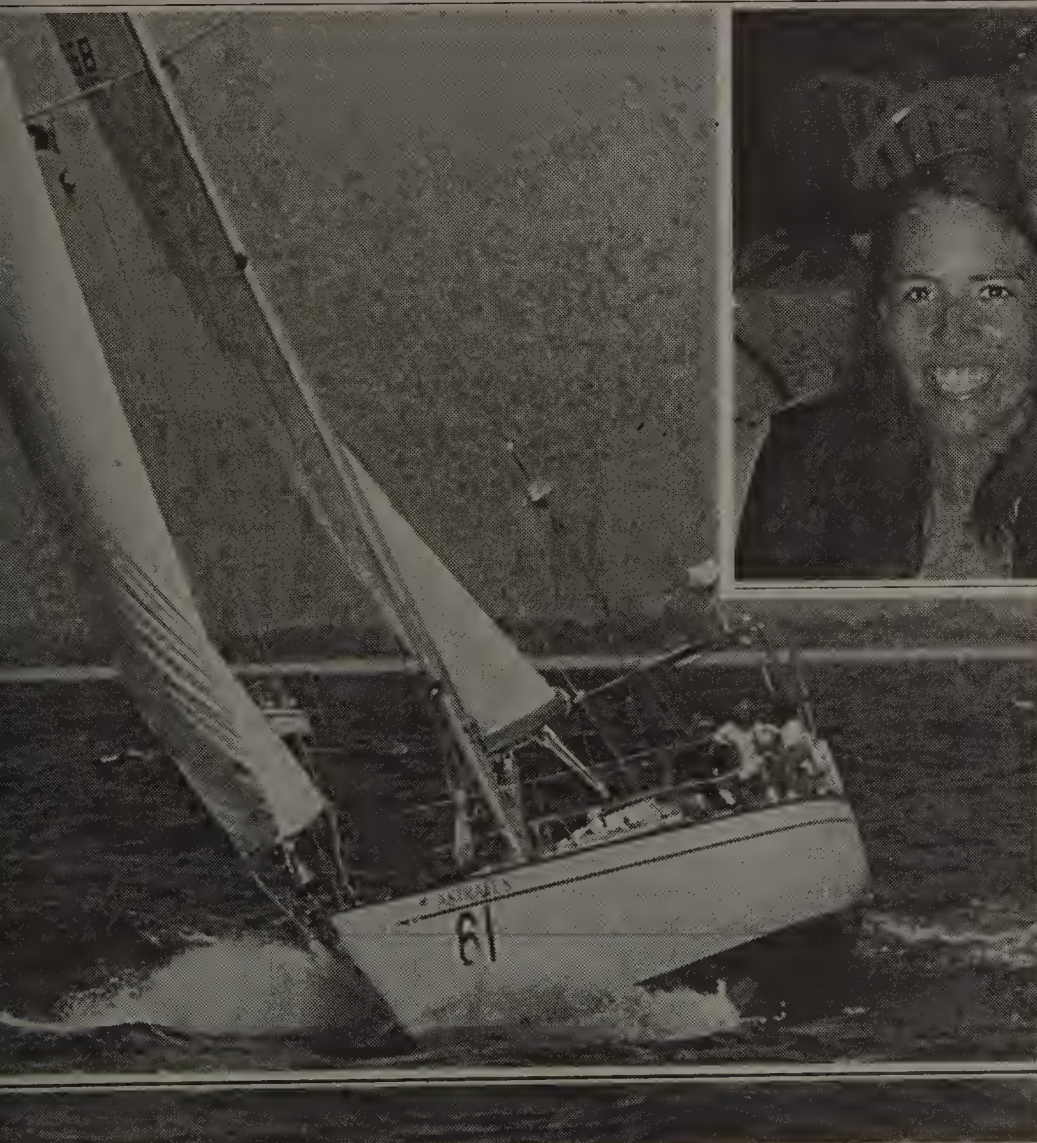
There were great spinnaker runs on the first day.

three nights of unlimited *cerveza* and adult beverages, lots

to the beach, and there was enough food and beverages to make a glutton blush.

This year's Banderas Bay fleet consisted of 42 mostly typical monohulls, five larger multihulls, and four beach cats — for a total of 51 boats that actually competed. This was up sharply from the 39 boats last year.

This year's fleet had a little bit of everything, from the Schock 40 Cincos, which featured a canting keel and canard rudder — and was therefore something of a ringer in a cruising fleet — to Catalinas, Hunters and other 'racer/cruisers', to more traditional cruising boats such as Alajuela 38s and Peterson 46s. There was also a new division for beach cats, and the multihull division featured everything from an F-27



Thor and Tanya of 'Meshach' looked good on the water and off.

of finger foods, and nightly entertainment. Oh yeah, that price also included the award's dinner and trophy-giving, which has become the dress up event of the cruising season. The latter was held around the pool next

THE BIG WINNER

trimaran to *Latitude's* Surfin' 63.

PHRF A. This small class consisted of just *Cincos* and two cruising MacGregor 65s — and was easily won by Mike Campbell's Schock 40. While nobody objected to the boat's presence, *Cincos* is really a high tech racing boat program as opposed to a cruising boat. In fact, after she wrapped up



now 13, and Hal, now 8 — for two to seven months a year for the last five years. Dad gives free eye exams and passes out eye-

Bay Regatta.

PHRF B. Top honors in this hotly contested division went to Dave Domingo's Beneteau

tant member of the crew was four-month-old Dylin Quaft, who her dad insists will become the youngest woman to ever win the America's Cup. Vance Anderson-Inks, Domingo's significant other, also played a major role. "I stayed below to run the nursery and tend to the cat." Domingo, a member of Tiburon's Corinthian YC, says that he spends six months a year in Northern California and the six months of winter in Puerto Vallarta. "And I love it!" he says.

Second place honors went to Dorr Anderson's J/37 *Blue Heron* from Seattle, with David Coangelo's Swan 55 *Swan Fun* from Las Vegas taking third. You can't have even a simple regatta without a squabble

over ratings, and in this case the beef was over what constituted a liveaboard boat. In a fit of clear thinking, however, Coangelo dropped his protest on account of it not being worth the effort. Anyone filing a protest had to pay a fee, with all the

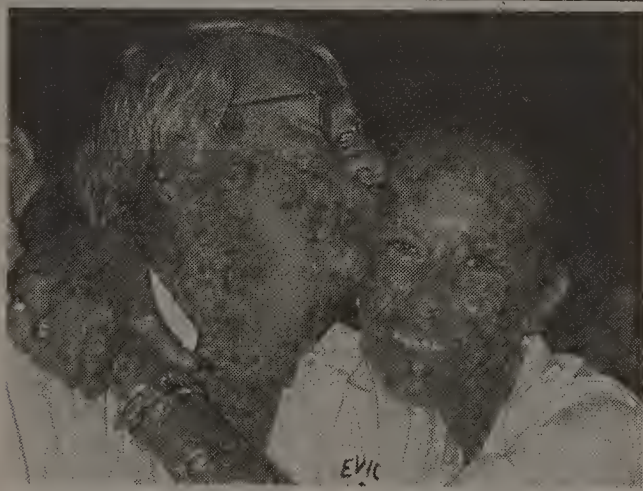
Every Banderas Bay Regatta starts out with a parade of the fleet.

proceeds going to the Casa Hogar orphanage. About \$100 was raised.

PHRF C. Winners Hal and Angela Crum have been sailing down to Mexico with their Seal Beach-based Catalina 42 *Angela* — and their two children, Megan,

glasses and Bibles, while mom spends more of her time home-schooling the kids. As in '97, the Crums were helped to victory in class by crew Rob and Monica Lambert — who right after this year's race were taking off across the Pacific aboard their *Pasa Tiempo* —

'Neener' and 'Galapagos' go at it to weather.



Dave Domingo and his significant other celebrate a victory in PHRF B.

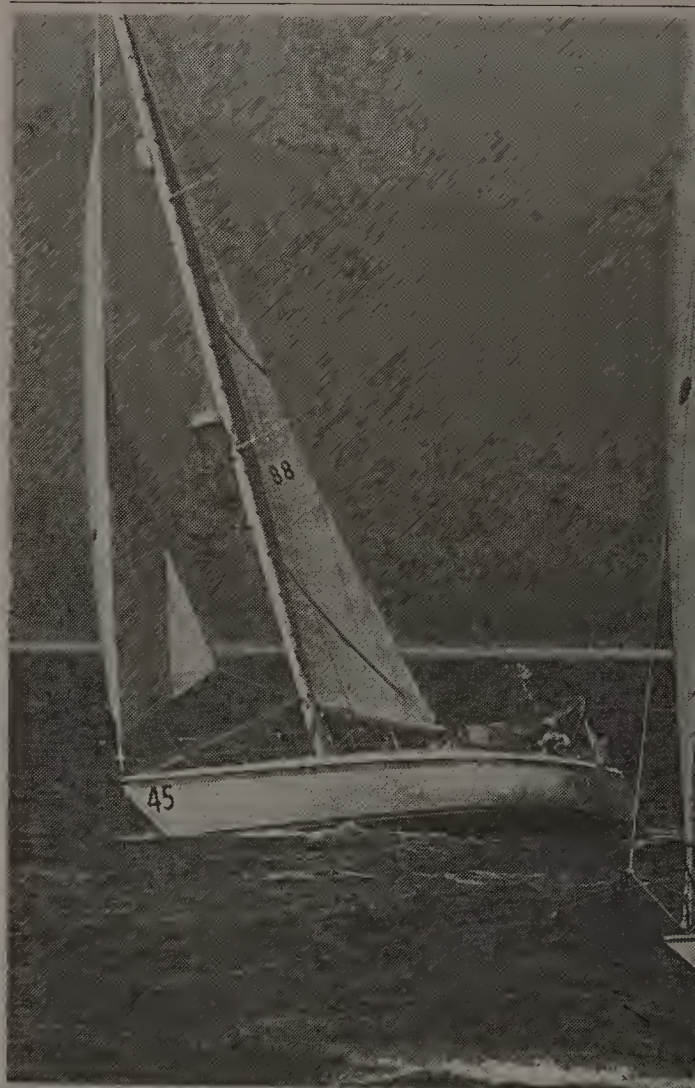
her division after the second day, she was disassembled for trucking home to Long Beach.

Second place went to Tollman Geffs' *Sunset*, the last MacGregor 65 — stretched to 69 feet — ever built. The regatta obviously got Geff's competitive juices flowing, for when it was over he spoke about the need for larger winches, a mid-sized headsail, and a main traveller — both for the next Ha-Ha and the next Banderas

45 *Evasion*.

Domingo's secret weapon was skipper Kyle Quaft, who in the course of chartering his Starrett 45 spends "a couple of hundred days a year on the bay." Another impor-

'Meshach'





The Quafts cradle what they believe will be the youngest girl to ever win the America's Cup.

and Dick Seward of Gambler.

Second — by only a

total of 27 seconds for the entire regatta — was Don Williams Hunter 42 *Windsong* from Vancouver. "A year ago I took my 72-year-old wife — we've

been married for 50 years — out of the rocking chair and put her on a rocking boat," he said. "And now she drives when we race!" Don's wife, cigarette in hand, roared with laughter in agreement. The two seniors then resumed smooching at the dinner table in a way that would have made teenagers blush. Oh, Canada!

PHRF D. Bill Sax sold his farm in Alberta, split up with his wife, and decided to sail around the



The Big Mac 'Sunset' drives to weather.

world with his Fraser 41 *Astraeus*. While in Puerto Vallarta, he and Chris Watson — who will crew with him to Fiji — paused

their departure for the South Pacific had to be delayed a few days.

Second place honors went to the Alameda-based Kelly-Peterson 46 *Puesto del Sol*, owned by Robert and

Marialaura Membreno. The lovely couple have already done three cruises: As far as Cartagena in '89; to Mexico in '94, and this current one to Mexico.



Every regatta needs a black bikini team. Linda, Dona and Susan.

to win PHRF D. "Even though we won, we needed more wind," said the dinghy racing and Swiftsure veteran. Despite the relatively light wind, they somehow managed to bend the spine of one of their genoa winches, so

Roger Waltz's Catalina 38 *Waltz Time* from Deer Harbor, Washington, gets special mention — not for having finished third this year, but for having scored three bullets last year and not getting interviewed by *Latitude*. Having found his second attempt at racing more difficult than the first, Roger is

THE BIG WINNER



The award's dinner and ceremony was a big hit.

now waltzing on to the south and west in search of cruising adventures.

PHRF E. Gene Menzie of Carlsbad and his Tartan 33 *Nereus* have long been a mainstay of the Banderas Bay Regatta, so it was nice to see him — with an all Mexican high school student crew — take honors again. Second went to Gene Davidson's Beneteau 26 *Declasse*, which is also based in Nuevo Vallarta.

PHRF F. — Fred Prately's took this class with his Cheoy Lee 41 *Adagio* from Dana Point. Second were Jeff and the irrepressible Debbie Hartjoy of the Seattle-based *Baba 40 Sailors' Run*.

PHRF G. — Rylie Besand took the 'heavyweight

talked into entering.

Beach Cats.

Daniel Zaragoza of Puerto Vallarta took the beach cat division with his Hobie 21 — and turned in the fastest elapsed time of any entry.

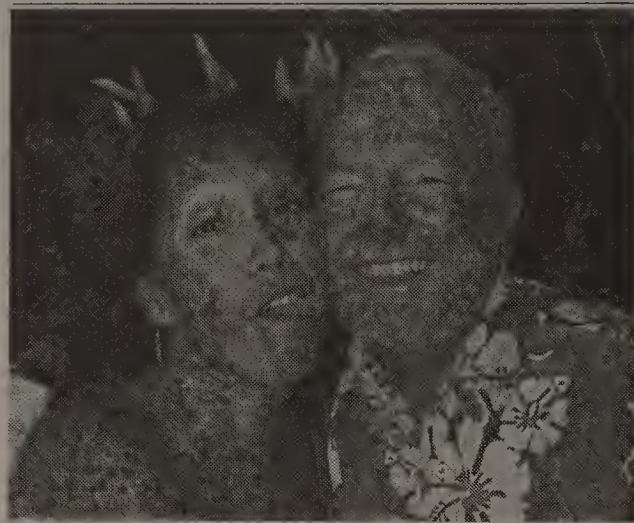
Big Multihulls.

We can't imagine anybody having more fun in the regatta than the three big boats in this division: Blair Grinols 46-foot *Capricorn Cat*, Thor and Tanya Temme's 46-foot trimaran *Meshach*, and *Latitude's* 63-foot cat *Profligate*. Thanks to superior performance in light air, *Capricorn Cat* walked away with corrected time honors for the second year in a row. Nonetheless, two of the three races featured exciting high

speed boat-for-boat finishes.

Meshach, a low and very light cat ketch trimaran that

and 31 line of Corsair trimarans, and there is a clear family resemblance. Thor and Tanya purchased



The Heartjoys live life with a passion.

took second, was one of the more interesting boats in the regatta. She was designed by John and Christie Walton, who went on to be principals in the F-24, 27

the boat in San Diego two years ago, then sailed her to their Kauai home in 12 days. After two years

Left: A combined 143 years of age didn't stop Don Williams and his wife from taking second. Below: the Freedom 45 'Illusions'.



BANDERAS BAY VIII



of refurbishing, they sailed to California and Mexico, and are now looking toward the Sea of Cortez and then the South Pacific.

Meshach has a bit of a history. We remember her from a Sea of Cortez Sailing Week in the early '80s, and that she was later

shot at in Turtle Bay when coming to the rescue after the famous onboard murder of a cruiser. She later survived being rundown by a fishing trawler in the middle of the Pacific. The multihull fleet was hoping the Waltons, who'd just had the new *Catana 431 Bright Wings* delivered from France to Lazaro Cardenas, would show up, but it was not to be.

While it's easy to get the impression that the regatta participants spend their days enjoying life, they do. But they also do some good things for the community. For instance, the fleet brought a lot of local high school students and Boy Scouts along racing, giving them an opportunity to experience something new — and their bay from a new perspective. In addition, a number of participants have been involved in the House of Champions project.

'It's light weight versus length as 'Echo' battles 'Puesto del Sol' to weather.

The goal of this project is to bring fresh water — and hope — to the many Mexican families and children who live in the filthy dump and survive off the raw garbage from the tourist hotels. The program was started by Linda Knight of Washington, who as a result of getting money and help from cruisers in Puerto Vallarta and a Puerto Vallarta church, temporarily got one shower installed. She and her husband were making progress on further improvements when she boarded Alaska Airlines flight #261 that crashed near Ventura on January 31.

A number of cruisers in the Banderas Bay Regatta who have contributed time and money to Knight's vision, vowed not to let it die. One is Mary Helen Moore, formerly of

Nightfighter, who is giving up travelling to be the program director. Another is Graziano, the owner of Paradise Village, who will be donating all the cement to the project. Another big supporter is Lupe Dipp, a business-woman from

Guadalajara who also supports the 50 kids in the Casa Hogar orphanage in Puerto Vallarta. She owns a holding company that drills for water.

The charming Lupe is a fascinating

'Capricorn Cat' took multihull honors for the second year in a row.



THE BIG WINNER

woman. She started sailing on Flying Dutchmans on Lake Chapala at age eight with her brother Jorge. Both he and Lupe went on to become architects and enthusiastic sailors. Jorge bought a Swan 40, which he sold to Lupe when he moved up to a Swan 57. A short time after competing in the '82 TransPac, Jorge died when his plane slammed into the side of a mountain in Mexico.

Although devastated by her brother's death, Lupe's love for the sea remained as strong as ever. After the Swan, she bought a Bayliner 42 for

fishing and diving, then had a custom 27-foot panga built that was powered by twin 175-hp outboards. She currently owns the Beneteau 43 *Moon & Stars*, which she has raced in the last several Banderas Bay Regattas. "I love everything about sailing," says Lupe, "the wind, the ocean, the sky. So I spend Friday through Monday of each week in Puerto Vallarta, and the rest



The call is already going out for entries for next year's event.

of the week working in Guadalajara."

Lupe's a cheeky one, too. For a little bit of fun in last year's regatta, she had her entire crew draw a big star on their butts. So when they passed the committee boat, they all turned around and dropped their pants to show 'the moon and the stars'. That wasn't the last time the race

committee got mooned, however. Frustrated that he didn't finish within the race committee's

5:00 p.m. deadline, Jerry McGaw of the Ericson 32 *Po'Oino* had his crew 'moon' the committee boat. He probably learned that disrespect for authority while serving as a Harbor Patrolman back in Newport Beach.

We don't know of a better venue or sailing conditions for a cruiser regatta, nor one that's a better deal. If you're cruising Mexico late next March and miss the 9th Annual Banderas Bay Regatta, you don't know what fun is.

— latitude 38

"No other piece of equipment had a more positive impact on our voyage."

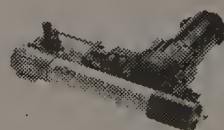


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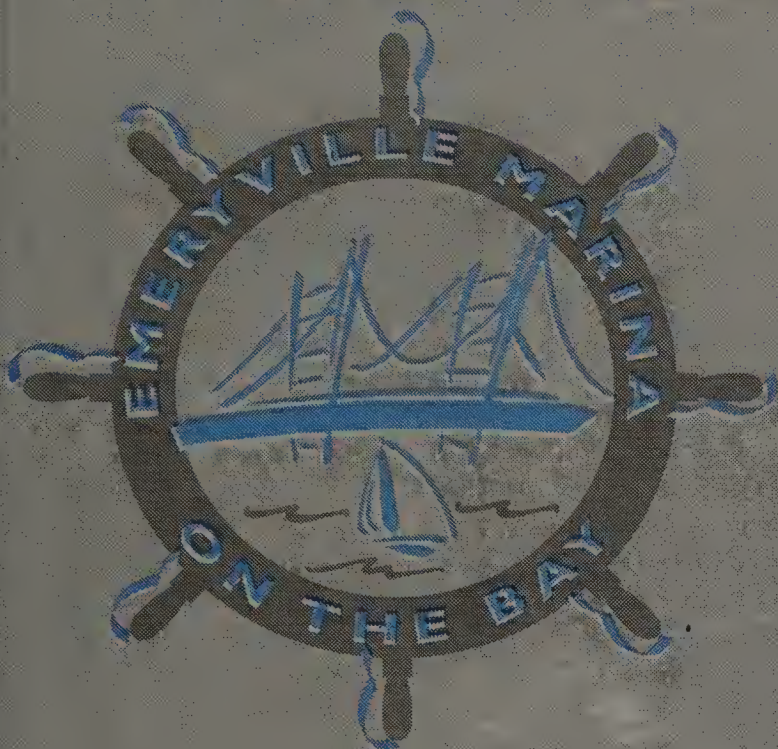
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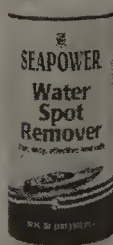
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BETWEEN THE FINGERS

We've been sailing the waters of the Bay Area for decades, but it wasn't until we took on the masochistic task of profiling virtually every marina in the Bay Area that we realized just how many berthing options there are here — between Martinez and Redwood City there are about 60 marinas, which administer nearly 17,000 slips. Hence, the necessity for this, the third and final installment of our marina guide. This month, we look at facilities along the East Bay shoreline and those located along the Oakland-Alameda Estuary.

If you don't have a boat — or you have a trailer-sailer that lives in your driveway

generally less raucous, which lots of folks apparently prefer.

Point San Pablo Yacht Harbor

If you're old enough to remember what the Sausalito waterfront was like back in the '50s — when it still had an unpolished, rustic feel, with aging maritime relics dotting the landscape — you'll feel a sense of *déjà vu* when you visit Point San Pablo Yacht Harbor. That's assuming you can find it.

Like a setting from a Jack London novel, this funky-yet-friendly place is isolated at the end of a long windy road.

— the truckload of facts and figures below will, no doubt, be less than riveting. But with new boats selling like hotcakes these days, we know that many readers are in the market for an appropriate berth, and are curious about slip availability, pricing and amenities.

Also, for those of you with an urge to explore different parts of the Bay this summer, we've included guest slip info here, as in previous installments. So here you have it, what could rightfully be termed "Everything you've ever wanted to know about East Bay marinas — and then some."

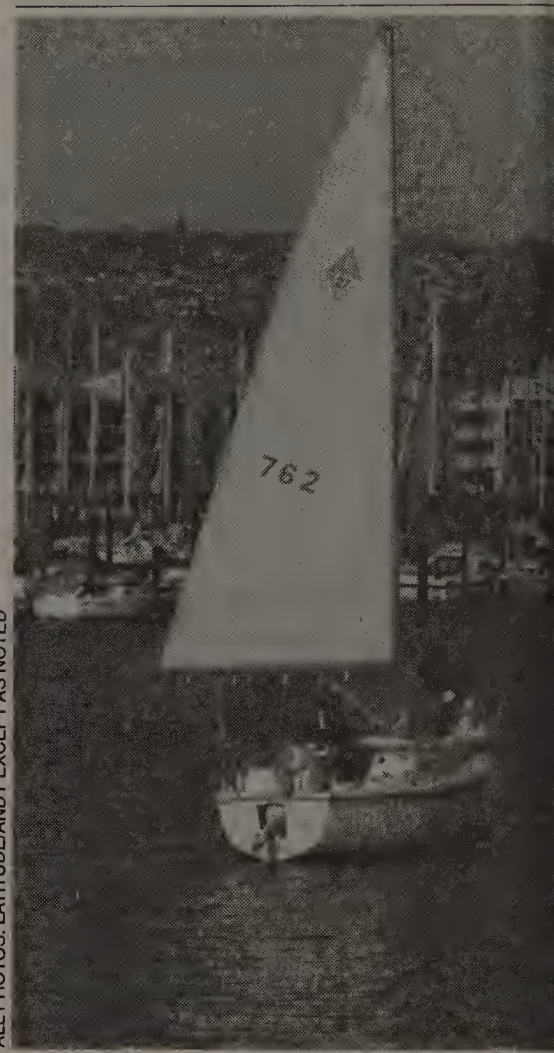
Principal Marinas of the East Bay Shore

The East Bay alone has some 4,000 slips, the vast majority of which are oc-

Like a setting from a Jack London novel, this funky-yet-friendly place is isolated at the end of a long windy road. Built in 1939, it is the definition of unpretentiousness, and is home to both commercial and recreational fishermen, as well as houseboaters and a smattering of sailors who prefer its simple charms to slick yacht clubs or well-scrubbed marinas.

It's a great irony that the shuttle boat for the East Brother Lighthouse guest house (located on the island of the same name which lies just offshore) leaves from these same weather-worn docks, as patrons pay \$350 a night and up for overnight accommodations.

• **Contact:** (510) 233-3224; 1900 Western Drive, Point Richmond, CA 94807.



ALL PHOTOS: LATITUDE/ANDY EXCEPT AS NOTED

• **Facilities:** 210 slips @ \$4.25/ft/mo, some end ties, some availability in most sizes; guest slips available at \$10/nt; some liveaboards allowed, but quota is full now; has heads; has pumpout; has fuel dock; no launch ramp, but does have marine ways for short-term haulouts; no dry storage. A cozy, '50s-style diner is open Wednesday-Sunday — and, by the way, it's for sale. The San Pablo Bay Sportsman's (fishing) Club is on site.

Brickyard Cove Marina

The Brickyard Cove area is a gem of marine development that includes a prominent yacht club, a marina and a unique waterside housing community, where each home has its own dock. Insulated from the town of Pt. Richmond by undeveloped hillsides which are part of the East Bay Regional Park system, this well-sheltered cove attracts boat owners from both sides of the

Bay. The Richmond YC here has active racing and youth training programs.

Although the marina is basically full — with a several-year wait for larger slips — there are still a handful of waterside lots available and two new office build-

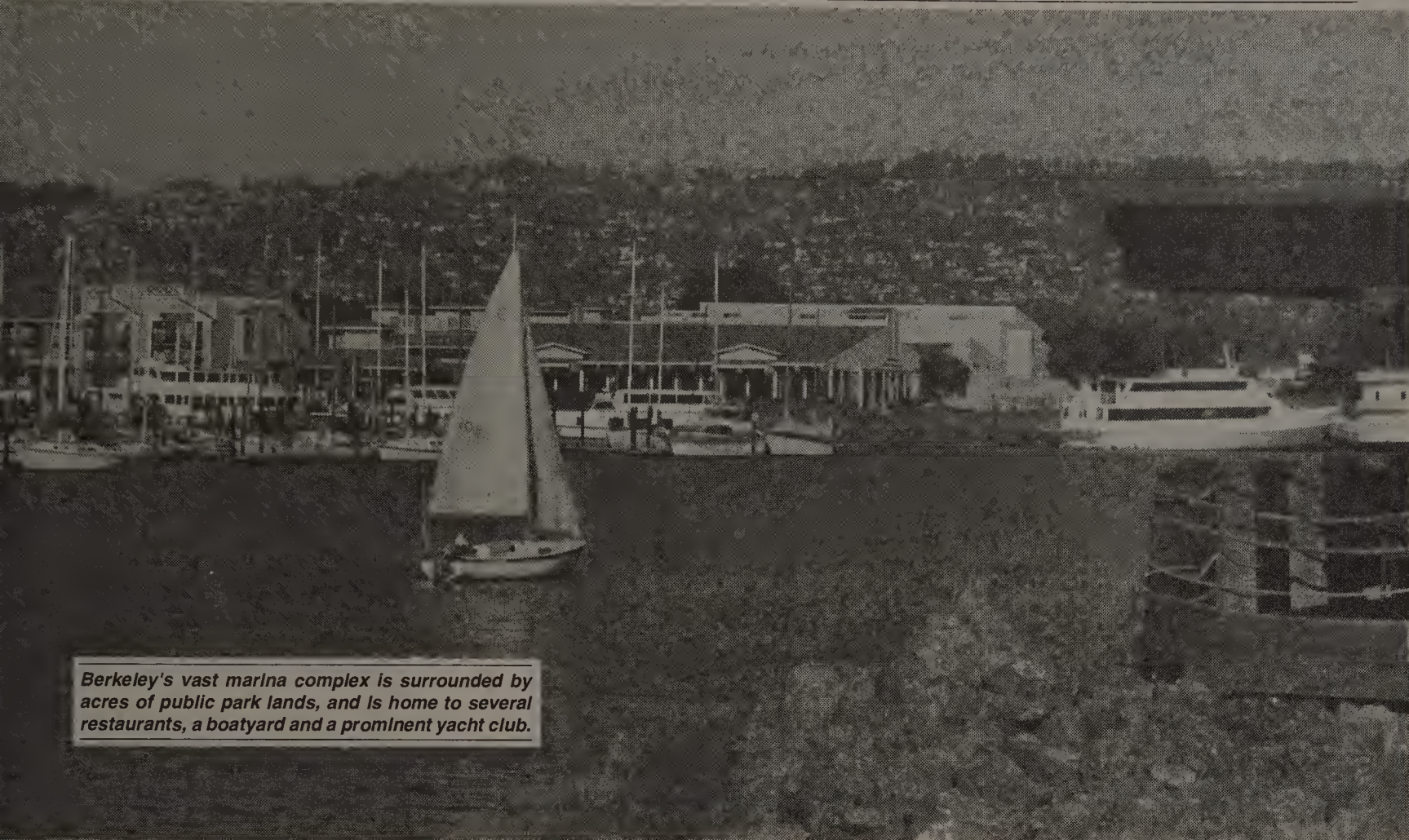


cupied year-round. As you'll read below, however, there is some availability in most facilities, especially for smaller boats, and most welcome 'short-timers' in guest slips. Removed from the funneling effect of the Golden Gate, sailing conditions here are

It ain't fancy, but it's home. The Point San Pablo Yacht Harbor is nestled in a quiet corner of the Bay, where fishing is the favorite pastime.

(Take the Western Avenue exit off 580 West and follow the signs to the East Brother Lighthouse.)

— BAY AREA MARINA GUIDE, PART III



Berkeley's vast marina complex is surrounded by acres of public park lands, and is home to several restaurants, a boatyard and a prominent yacht club.

ings are currently under construction.

- **Contact:** (510) 236-1933; 1120 Brickyard Cove Rd., Point Richmond, CA 94801.
- **Facilities:** 250 slips @ \$6.10/ft/mo, full now, but short wait for smaller slips; guest slips frequently available at \$15/nt; some liveaboards allowed, but quota is full now; has heads, showers and laundry; no pumpout (but Richmond Y.C. has one); has two hoists, 6,000 lbs. max; has dry storage @ \$80/mo; restaurant on site.

Richmond Yacht Harbor

Located on Richmond's deep-water San Laurent Channel, Richmond Yacht Harbor is a quiet, private facility across the water from the San Pablo YC. A long-time in operation, it is very low-key, and its tenants tend to be very long-term clients. Although it's not the most modern facility on the Bay, it is extremely well protected, and is a good place for storing a deep-draft vessel.

- **Contact:** (510) 235-1176; 320 West Cutting Blvd., Richmond, CA 94804.
- **Facilities:** some slips available, call for quote; allows some liveaboards; has heads, showers & laundry; no pumpout, dry storage or launch ramp. Boat yards and a variety of marine services nearby.

Channel Marina

Nestled along the north side of the San Laurent Channel adjacent to Bay Ship and Yacht and Channel Lumber, the Channel Marina is a good place to keep a boat that is being renovated or upgraded, as it is convenient to boatyards and various other marine services.

- **Contact:** (510) 233-2246; 230 West Cutting Blvd., Richmond, CA 94804.
- **Facilities:** 71 slips @ \$5.30/ft/mo,

ramp or dry storage.

Richmond Marina Bay

By far the largest marina complex in the Richmond area, the city-owned facility called Richmond Marina Bay is on the verge of solidifying a new "public-private partnership" with Westrec Marina Management, which is expected to bring a variety of improvements to docks and other infrastructure. A related, but separate,



Brickyard Cove Marina lies just over the hill from Pt. Richmond. It is skirted by upscale, waterside homes, each of which has its own private dock.

currently some availability; no liveaboards; has heads, but no showers; has gas & diesel; no pumpout, launch

shoreside development project is also in the planning stages, which will hopefully result in a variety of new marine-related businesses on site.

- **Contact:** (510) 236-1013; VHF channel 16; 1340 Marina Way South, Rich-

BETWEEN THE FINGERS



COURTESY EMERY COVE YACHT HARBOR

Emery Cove Yacht Harbor doesn't have traditional slips — it has "dockominiums" which are sold outright and appreciate like real estate.

mond, CA 94804.

- **Facilities:** 750 slips @ \$4.00-4.75/ft/mo; guest slips available at 25¢/ft/nt; no liveaboards; has heads & showers; no fuel; has two pumpouts; has public launch ramp; has dry storage at \$40/ft/mo. Restaurant, general store and Marina Bay YC on site. Dredging is expected to begin in June.

Berkeley Marina

Back in the '60s, while Berkeley's so-called "commie pinko" student body was busy lambasting the "establishment" and frothing over with political rhetoric, the vast Berkeley Marina complex was slowly taking shape at the end of University Avenue. Apparently some folks, during that highly-factionalized era, were still interested in good old-fashioned recreation.

With 1,100 slips, it also holds the distinction of being the largest marina in the region. But the most notable factoid about it may well be that it is the only marina we're aware of anywhere in the West that has actually *lowered* some of its rates recently.

Don't assume that this move was the result of some classic '60s-style protest, however. It was simply a question of supply and demand: their dry storage was full of small boats, while some smaller slips were unused, so they lowered the rates on those slips in order to up their overall occupancy. It was a win-win, which also freed up space for new dry-sailers. Last year a \$2,500,000 renovation was completed; some docks have wheelchair access. There are over 100 acres of park lands on the marina peninsula, making it extremely popular with boaters and non-boaters alike.

- **Contact:** (510) 644-6376, ext. 221;

heads & showers; no laundry; gas & diesel at neighboring facility; has three pumpouts; has four-lane public launch ramp; dry storage available @ \$65-75/mo. Berkeley YC on site; chandlery, bait shop and several restaurants nearby.

Berkeley Marina Center

The long-established Berkeley Marine Center shares the protection of the same breakwater system that shelters neighboring Berkeley Marina. In addition to berths, the Marine Center has a Travelift and a boatyard (that allows do-it-yourselfers), as well as other marine services. It has recently changed hands and the new owners hope to make the Marine Center more of a "full service" operation someday soon, envisioning the addition of marine mechanics, and perhaps even a sail loft. Although some slips are available, a large part of this facility's capacity is taken by the substantial OCSC (sailing school) fleet.

- **Contact:** (510) 843-8195; 1 Spinnaker Way, Berkeley, CA 94710.

- **Facilities:** 57 slips @ \$5/ft/mo; some liveaboards, but quota is full now; no guest slips; has heads; no showers & no laundry; has gas & diesel (7 days); no pumpout; launch ramp next door; has dry storage @ \$60/mo. Has Chandlery on site; several restaurants nearby.

Emeryville Marina

Many years ago, the city of Emeryville went to great lengths to give their residents access to Bay waters by building a peninsula out across the area's shallow mudflats. Today, two marinas take advantage of the deep-water access that the project provided. Formerly administered by the city itself, the Emeryville Marina entered into a "public-private partnership" with Westrec Marina Management in December of '98, with the promise of sub-

VHF channel 16:
email: bgross@ci.berkeley.ca.us; 201 University Ave., Berkeley, CA 94710.

- **Facilities:** 1,100 slips @ \$4.60-6.50/ft/mo, including two 90-ft slips and a 135-ft end tie; some liveaboards allowed, but quota is full now; 10 guest slips available @ 35¢/ft/nt, on a first-come-first-served basis; has

stantial improvements to the existing facility. "Phase One," which involves the construction of 72 new slips up to 60 feet in length, is slated to begin this summer.

- **Contact:** (510) 654-3716; VHF channel 79; 3310 Powell St., Emeryville, CA 94608.

- **Facilities:** 394 slips @ \$4.75-6.25/ft/mo, smaller slips now available; smaller guest slips are generally available at \$10-15/nt; some liveaboards allowed, but quota is full now; has heads, showers & laundry; fuel dock and pumpout at neighboring sportsfishing facility; has public launch ramp; no hoist or dry storage; two restaurants nearby.

Emery Cove Yacht Harbor

Although you might not realize it at first glance, the concept of Emery Cove Yacht Harbor is fairly unique in the Bay Area. Unlike conventional marina slips, its berths are actually "dockominiums," meaning that each one is privately owned (although many are rented out to non-owners). Since the dockominium association also owns the land outright, investing in one — at \$900-1,200 per foot — is much like investing in a condo. And, like other Bay Area real estate, their values have been going up, up, up — 26% last year, we're told.

Often sunnier than other parts of the Bay Area, the Oakland Estuary is a glorious playground for sailors. Pictured here is a view from Marina Village, on the Alameda side, toward Oakland's Jack London Square.



— BAY AREA MARINA GUIDE, PART III

The dockominium concept is common in the Seattle area and in the East, along the Intercoastal Waterway, but here in the Bay it's a novelty that's not likely to be imitated due to the tightening of coastal restrictions on private ownership. (Emery

San Francisco cityfront to be the ultimate sailing venue, due to its blasting winds and rowdy chop, but not everyone feels the same way. In fact, hundreds of recreational sailors consider the flat waters and moderate breezes of the Oakland Estu-

Back in the '60s, while Berkeley's so-called "commie pinko" student body was busy lambasting the "establishment" and frothing over with political rhetoric, the vast Berkeley Marina complex was slowly taking shape.

Cove was built in the early '80s.)

- **Contact:** (510) 428-0505; email: info@emerycove.com; website: www.emerycove.com; 3300 Powell St., Emeryville, CA 94608.

- **Facilities:** 430 slips (between 35 and 60 feet) @ \$6.55/ft/mo, some availability now; 15 guest slips available at \$15/nt; 6% liveaboards allowed, but quota is full now; has heads, showers & laundry; gas & diesel at adjacent facility; has two pumpouts; public launch ramp nearby; no dry storage; several restaurants nearby.

Principal Oakland Estuary Marinas

Many hardcore sailors consider the

ary to be sailing perfection. As evidence of their preference, there are more than a dozen marinas spread out along both the Oakland and Alameda sides of this inland waterway. And one additional facility is located in a protected cove along Alameda's south shore.

Port of Oakland Marinas

The Port of Oakland operates five separate marina facilities, all located along its famous Embarcadero. While the Jack London Square marina basins are adjacent to all sorts of dining and shopping, the other Port facilities tend to be tucked away along less exciting stretches of the Estuary's shoreline, often adjacent to



Lying at the edge of downtown Oakland, Jack London Square gives Estuary access to a wide range of watersports enthusiasts.

marine businesses or light industry.

- **For all, contact:** (800) 675-DOCK; (510) 834-4591; email: lirvin@portoakland.com; mail: Jack London Harbormaster, 54 Jack London Square, Oakland, CA 94607.

Jack London Square Marinas

The cream of the crop among Oakland's marinas are the three facilities that abut Jack London Square: West Marina (where construction is just nearing completion), Center Marina and East Marina.

Chosen as the site of the annual Sail Expo show (April 26-30), the Square area bustles with a wide assortment of shops, restaurants, theaters and music venues. The ambitious rejuvenation of this historic waterfront district over the past two decades is a brilliant example of successful urban renewal that other American port cities could learn from. Additions and upgrades are ongoing, including construction of ADA (wheelchair access) ramps and the recent acceptance of some liveaboards — sorry, you're already too late.

The availability of guest docks make Jack London Square a prime spot for a pit stop — either just for a meal and a stroll, or for an overnight. Facilities boast extensive transportation options nearby, including Amtrak, ferries, BART, and freeways.

- **Contact:** (800) 675-DOCK; (510) 834-4591; email: lirvin@portoakland.com; mail: Jack London harbormaster, 54 Jack London Square, Oakland, CA 94607.

- **Facilities:** 124 slips @ \$8/ft/mo; some liveaboards allowed, but quota is full now; guest slips available at \$20/nt and up; has heads & showers; laundry under construction; no fuel dock now, but



BETWEEN THE FINGERS

ing; has pumpout; no dry storage; public launch ramp at Estuary Park (near Oak St.).

Embarcadero Cove North Basin 1 & 2

It gets a bit confusing sorting out all the various marina basins that are currently controlled by the Port of Oakland. For example, North Basin (which, itself, is divided into two parts) is actually not the northernmost of the city's holdings. However, it is at the north(west) end of the Embarcadero Cove area, across from Coast Guard Island. It is very near to the roar of the 880 freeway and the Embarcadero, so is a convenient place to store a boat, but not so great for hanging out or overnighting. (Independently-owned Fifth Avenue Marina lies between Jack London Square and North Basin.)

• **Contact:** (800) 675-DOCK; (510) 834-4591; email: livrin@portoakland.com; mail: Jack London harbormaster, 54 Jack London Square, Oakland, CA 94607.

• **Facilities:** 118 slips @ \$6.75/ft/mo and up; guest slips sometimes available at \$20/nt and up; no liveaboards; has heads & showers; has pumpout; no fuel or dry storage; public launch ramp at Es-

tuary Park (near Oak St.); marine services and restaurants nearby.

Seabreeze, the last of the Port's marinas, is what you might call a 'no frills' facility.

Embarcadero Cove Central Basin

Central Basin, which lies southeast of North Basin 1&2, is also close to 880, but is buffeted somewhat by a modern, upscale office complex. Two things are confusing here unless you know the territory: First, this municipal marina is right next to an independently-owned facility with practically the same name, the Embarcadero Cove Enterprises Marina. Secondly, the two sets of docks are right next to each other. The first trick in distinguishing the dividing line is that the Port's docks are concrete and E.C. En-



terprises' docks are wooden. (See below for more about E.C. Enterprises Marina.)

• **Contact:** (800) 675-DOCK; (510) 834-4591; email: livrin@portoakland.com; mail: Jack London harbormaster, 54 Jack London Square, Oakland, CA 94607.

• **Facilities:** 155 slips @ \$6.75/ft/mo and up; guest slips sometimes available

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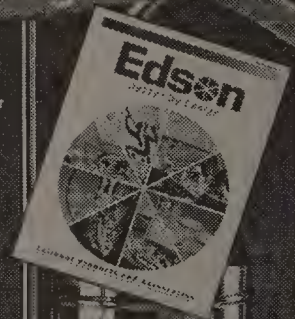
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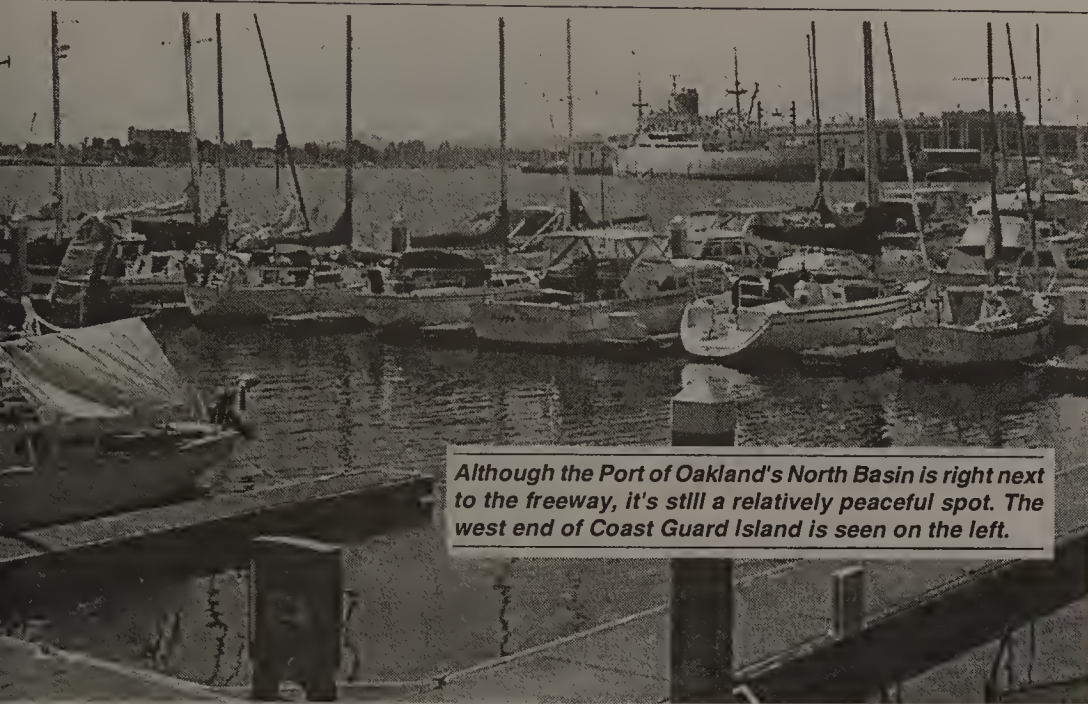
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Although the Port of Oakland's North Basin is right next to the freeway, it's still a relatively peaceful spot. The west end of Coast Guard Island is seen on the left.

at \$20/nt and up; no liveaboards; has heads, showers & laundry; wide ramps for wheelchair access; no pumpout; no fuel or dry storage; public launch ramp at Estuary Park (near Oak St.); marine services next door and restaurants nearby.

Union Point Basin

Union Point Basin lies on the eastern side of the Coast Guard Island Bridge, off the Embarcadero and again, quite close to the 880 freeway.

• **Contact:** (800) 675-DOCK; (510) 834-4591; email: lirvin@portoakland.com; mail: Jack London harbormaster, 54 Jack Lon-

don Square, Oakland, CA 94607.

• **Facilities:** 96 slips @ \$6.75/ft/mo and up; guest slips sometimes available at \$20/nt and up; no liveaboards; has heads & showers; has pumpout; wide ramps for wheelchair access; no fuel or dry storage; public launch ramp at Estuary Park (near Oak St.); marine services and restaurants nearby.

Seabreeze Marina

Seabreeze, the last of the Port's marinas, is what you might call a 'no frills' facility. It has no utilities on the docks, no heads or other services, but consequently has lower rates. The Port considers it to be "for water storage only." Many boats here are berthed long-term, and rarely leave.

• **Contact:** (800) 675-DOCK; (510) 834-4591; email: lirvin@portoakland.com; mail: Jack London harbormaster, 54 Jack London Square, Oakland, CA 94607.

• **Facilities:** 96 slips @ \$4.25/ft/mo and up; no guest slips; no liveaboards; no heads or showers; no pumpout; no fuel or dry storage; public launch ramp at Estuary Park (near Oak St.); marine services and restaurants nearby.

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BETWEEN THE FINGERS

Fifth Avenue Marina

We jumped past Fifth Avenue Marina during our rundown of Port Marinas. It is a long-established, independently-owned operation, that lies a block off the Embarcadero at the foot of Fifth Avenue. It's neighbors seem to be a mix of artsy businesses and light industry. While it is not directly adjacent to Jack London Square, it is a walkable distance away — roughly a mile. Much of the clientele of this quiet facility are longtime tenants who live inland, but keep boats here as weekend retreats. Although there are no guest slips, some smaller slips are currently available for monthly berthage.

• **Contact:** (510) 834-9810; 499 Embarcadero, Oakland, CA 94606 (at the foot of Fifth Ave.)

• **Facilities:** 107 slips @ \$4.75/ft/mo, some smaller slips available; no guest slips; no liveaboards; has heads & laundry; no pumpout (but available at Port facilities nearby).

Embarcadero Cove (Enterprises) Marina

Ever hear of Quinn's Lighthouse restaurant and pub? This is the marina that surrounds it, in a quiet corner of the Es-

tuary near the Coast Guard Island bridge. Also on the seven-acre lot that the marina controls are 10 choice Victorian buildings that were relocated here to cre-

Quinn's Lighthouse has been a Bay Area landmark for over 100 years. Moved to its Embarcadero Cove location some years ago, it now serves as a lively restaurant and pub.



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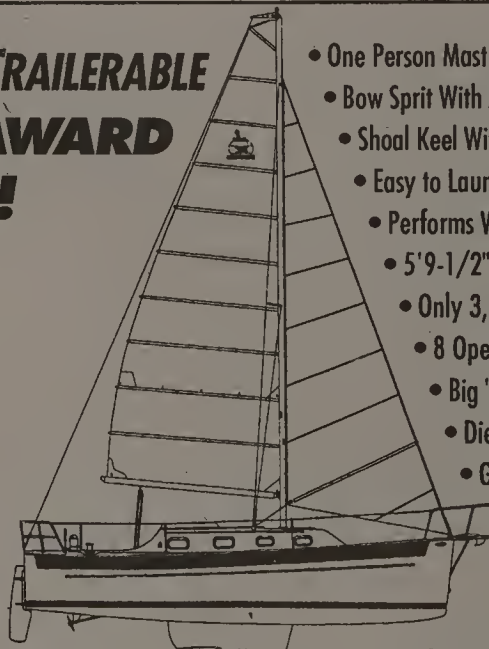
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Embarcadero Cove, Oakland, CA 94606.

- **Facilities:** 115 slips @ \$4.25-5.50/ft/

Also on the seven-acre lot that the marina controls are 10 choice Victorian buildings that were relocated here to create a unique business complex.

mo, some mid-sized slips available (also office space); free short-term guest slips available for Quinn's, but not for overnighting; some liveaboards allowed, but quota is full now; has heads & showers; no laundry; no fuel; no pumpout (but available nearby); no launch or dry storage (Travelift and boatyard on site at British Marine). Catch the bawdy sea chanteys of the *Sons of the Buccaneers* at Quinn's on Thursday nights.

Mariner Square

Over on the Alameda side of the channel Mariner Square is the first marina

you'll come to as you travel up the Estuary. In recent years its slips have been primarily used by local yacht brokers, but big changes are in the wind. As we go to press the owners are awaiting final city

approval for the demolition of the existing marina so that a new facility can be built that will feature larger slips — talk about a sign of the times! With any luck tractors will roll before the end of the year. (Psssst, big boat owners. . . Get on the free waiting list now.)

Plans include a new dry stack building which will accommodate powerboats up to 36 feet in length — and possibly dismasted centerboard daysailers (heh, heh).

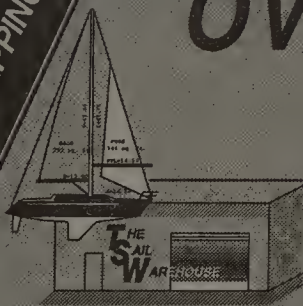
• **Contact:** (510) 521-2727; 2415 Mariner Square Drive, Alameda, CA 94501.

• **Facilities:** currently 100 slips, will be

te a unique business complex. It is not the newest facility, but it's certainly one of the most charming.

Contact: (510) 532-6683; 31

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BETWEEN THE FINGERS



Waterfront properties in the Estuary area continue to be upgraded. The half-built housing development seen here is just east of Jack London Square, on the Oakland waterfront.

70 (larger) slips @ "market rate"; free guest slips now and in the future while dining at on-site restaurants, no overnights; possibly a few liveaboards in new marina; has

heads & showers; no laundry; will be a pumpout and fuel dock; fork lift hoists boats into stacks. Three popular restaurants on site; Jack London Square is across the channel.

Marina Village Yacht Harbor

Lying across the Estuary from Jack London Square, Marina Village Yacht Harbor took shape in the mid-'80s as part of a vast development that includes office buildings, townhouse condos and a large shopping center. The marina itself is the largest non-municipal facility in Northern California.

Modern and well-maintained, Marina Village is home to a wide variety of tenants, including 10% who live in townhouses on the property. Many of the upscale, waterside offices are occupied by yacht brokers and other marine service providers. Among cruisers, this is a favorite facility due to its proximity to shopping and marine businesses (either on site or nearby), not to mention the day and evening water taxi service to and from Jack London Square.

• **Contact:** (510) 521-0905; VHF channel 16; 1050 Marina Village Parkway,

#103, Alameda, CA 94501; website: www.marinavillageharbor.com.

• **Facilities:** 750 slips @ \$7/ft/mo, some end ties suitable for multihulls; some slips currently available; guest slips available at \$10/nt; 10% liveaboards allowed, bu



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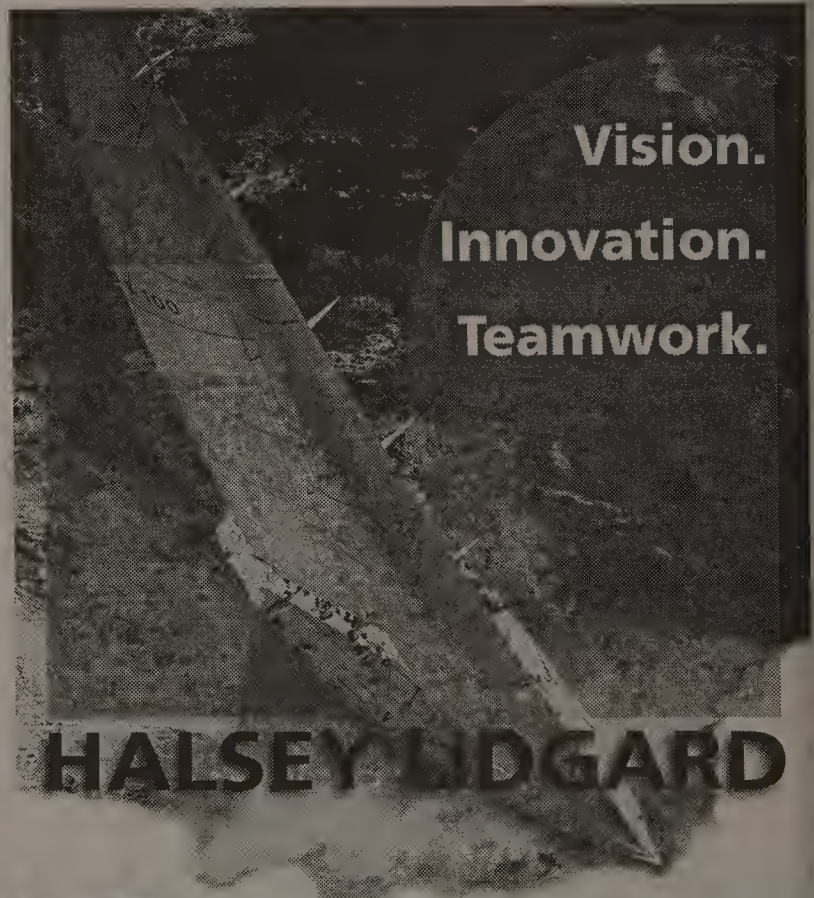
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quota is now full; has heads, showers and two laundries; free ice; has pumpout; no launch ramp or dry storage. Extensive dining and shopping nearby; taxi to J.L. Square runs Wednesday - Sunday, noon to evening.

Pacific Marina

Formerly part of Marina Village, the docks of Pacific Marina are controlled by Oakland YC, (510) 522-6868, and Encinal YC, (510) 522-3272. No non-member slips, except courtesy docks for reciprocal YC members.

Fortman Marina

Although it is located between a shipping container depot and a "tank farm," Fortman Marina is generally quiet and peaceful. Probably the oldest recreational marina on the

The huge Marina Village Yacht Harbor is skirted by a business park and upscale housing.

Alameda side, Fortman's history dates back long before this current sailing mecca was 'discovered' by the masses. Home to the friendly Alameda YC, it has recently undergone a variety of upgrades, and there's currently some slip availability, especially in smaller sizes.

Like many other Bay Area marinas, she was designed when 25 to 35-ft boats were the norm for recreational sailors — before 'day traders' and 'dot-com millionaires' started snatching up super yachts with the reckless abandon of an eight-year-old set loose on a shopping spree at Toys-R-Us.

• **Contact:** (510) 522-9080; 1535 Buena Vista Ave., Alameda, CA 94501.

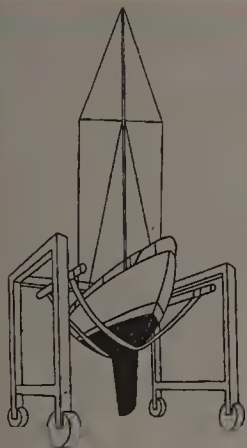
• **Facilities:** 486 slips @ \$5.50/ft/mo (avg.), smaller slips available; guest slips available at \$10-15/ft/nt; 10% liveaboards allowed, but quota is full now; has heads & showers; has laundry for liveaboards; has pumpout; no fuel dock; no launch ramp or dry storage. Snacks sold on site, restaurants and marine services nearby. Alameda YC on site.



Grand Marina takes pride in its modern amenities and landscaping. At the fuel dock, seen here, boaters can stock up on snacks and supplies.

Grand Marina

Heading east, you'll next come to Grand Marina — easy to spot, with its palm trees towering at the head of modern concrete docks. Built in the late '80s, it is one of the area's newer facilities, and is centrally located along the Estuary, opposite the cutter berths of Coast Guard Island. With 22 marine businesses on site and dozens more in the neighborhood,



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Grand's tenants can get professional help for almost any nautical project — including selecting the next boat to buy.

In the near future, plans call for a "mixed-use" development where townhouse condos will replace some existing light industry.

• **Contact:** (510) 865-1200; VHF channel 71 (channel 16 for fuel dock); 2099 Grand St., Alameda, CA 94501.

• **Facilities:** 400 slips @ \$5.75-7.10/ft/mo, including some extra-wide berths and end ties up to 110 feet; some smaller slips currently available (free wait list for larger slips); guest slips available at \$25/nt; some liveaboards allowed, but quota full now (keeps wait list); has heads & showers; has laundry for liveaboards; has gas & diesel (also mini-mart at dock); has pumpout; has Travelift and full-service Marine Center; has dry storage @ \$52-68/mo (free city launch ramp next door).

Alameda Marina

From the water, you can't miss the Alameda Marina. Enormous lettering on a tall industrial building mark the spot. Formerly a U.S. Naval Reserve shipyard, the current marina is buffeted by 37



With a full array of marine experts on site, you can tackle just about any project at Alameda Marina.

buildings which house a full spectrum of businesses, including a toy company and an art gallery. The most notable among the sizeable marine contingent is Svendsen's Boat Works and chandlery. Having so many services nearby

makes the facility a natural draw for would-be cruisers.

This is the closest full-service marina facility to the Park Street Bridge, which leads to the Oakland Embarcadero, so it's convenient to the north-eastern side of the Estuary as well as to other

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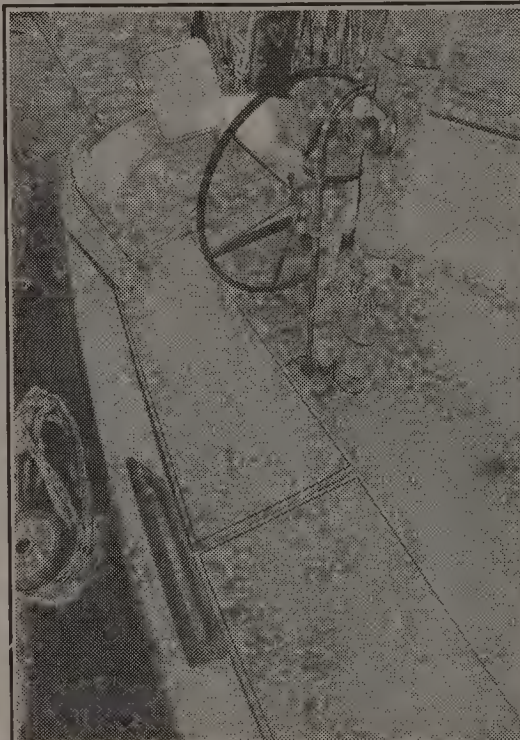
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Alameda businesses and services.

Contact: (510) 521-1133; 1815 Clement Ave., Alameda, CA 94501.

Facilities: 530 slips @ \$5/ft/mo (avg.), some smaller slips available now; guest slips available at \$20-40/nt; some liveaboards allowed, but full quota now; has heads & showers; has laundry for liveaboards and cruisers; pumpout currently out of service; no fuel; has dry storage for 500 boats, three hoists on site;

public ramp next door. The Island YC is on site, dining and other shopping nearby.

storage or ramp. Adjacent to business district.

Ballena Isle Marina

Ballena Isle Marina (one of six Almar

Formerly a U.S. Naval Reserve shipyard, the current marina is buffeted by 37 buildings, which house a full spectrum of businesses.

Park Street Landing

This well-kept, 27-berth marina is a modern facility with concrete docks and up-to-date amenities. Located adjacent to the Park Street Bridge (a main artery onto Alameda Island) and behind the Park Street Shopping Center, it is administered by Grand Marina.

- **Contact:** (Grand Marina) (510) 865-1200; VHF channel 71; (write to:) 2099 Grand St., Alameda, CA 94501.

- **Facilities:** 27 slips @ \$5.25/ft/mo; no guest slips; 10% liveaboards, but quota is full now; has heads & showers; no dry

marinas on the West Coast) is isolated from the action of the Estuary on the south side of Alameda Island — and its tenants apparently like it that way. Far from East Bay traffic, this quiet setting is ideal for those liveaboards lucky enough to call Ballena home, as they have unusual amenities such as tennis courts and a boater-maintained 'victory garden'. A series of monthly boating seminars on a wide range of topics is another unique offering.

Well-protected by an L-shaped, man-made peninsula, the marina is skirted by the Ballena Village housing community,

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BETWEEN THE FINGERS, PART II



Tucked away within a man-made cove on Alameda's south shore, Ballena Isle Marina is adjacent a waterside housing development.

which includes townhouses as well as waterside homes with their own docks. Dredging of the cove is soon to begin.

• **Contact:** (510) 523-5528; VHF channel 16; 1150 Ballena Blvd., Suite 111, Alameda, CA 94501.

• **Facilities:** over 400 slips @ roughly \$4-

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Whew! That's a lot of marinas. If you've hung in with us to the bitter end, hopefully you've learned a thing or two. We trekked and sailed all over the Bay Area during the past three months to research this guide, and along the way we met many wonderful folks who seemed to be genuinely enthralled with the sailing lifestyle — whether their passion is cruising, racing or simply bashing around with their sails poorly trimmed while their fenders trail haplessly in the water. It's all good stuff.

Finally, we should mention that we've heard rumors and rumblings about several brand new Bay Area marina facilities which are currently on the drawing boards. We'll bring you more info as soon as our spies report in with details!

— *latitude/aet*

Ed. note — For detailed diagrams of Bay Area marinas, pick up a copy of the California Boater's Guide to Harbors and Marinas (published by Bald Eagle Enterprises).

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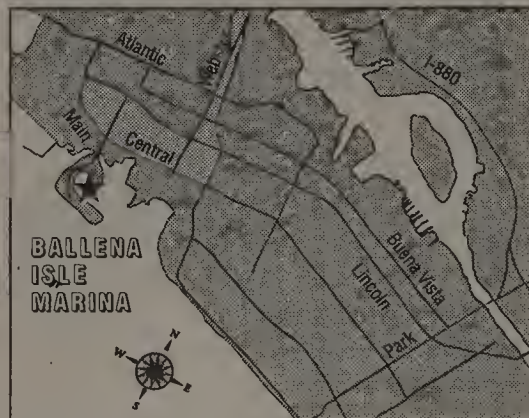
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OLYMPIC TRIALS AND TRIBULATIONS

The rumblin' to this September's Olympic sailing competition in Sydney ran straight through San Francisco Bay last month. From April 6-16 — while most folks were distracted by the stock market crash, the opening of Pac Bell Park, and filing tax returns — 113 of the finest sailors in America descended on the Berkeley Circle to compete in the U.S. Olympic Trials in four classes — Europe, Laser, Finn and Star. Two weeks earlier, the Tornado class held its Trials in Santa Cruz.

It was some of the most impressive sailing we've seen in a long time around here, and easily the most hardcore event on this year's Bay Area sailing calendar. Four different yacht clubs ran the Trials, with hundreds of volunteers working hard behind the scenes to insure the success of the events. San Francisco YC hosted the Europes and Lasers, doing an excellent job of running the biggest 'ring' in April's three-ring sailing circus. Richmond YC was the ringmaster for the Finns, while St. Francis YC ran the Stars out of the fledgling Treasure Island Sailing Center. The earlier Tornado Trials were hosted by Santa Cruz YC.

Each of the Trials ran for nine days, beginning on Saturday and ending the following Sunday, with a mandatory layday on Wednesday. Two races a day were scheduled (16 total), with two throwouts

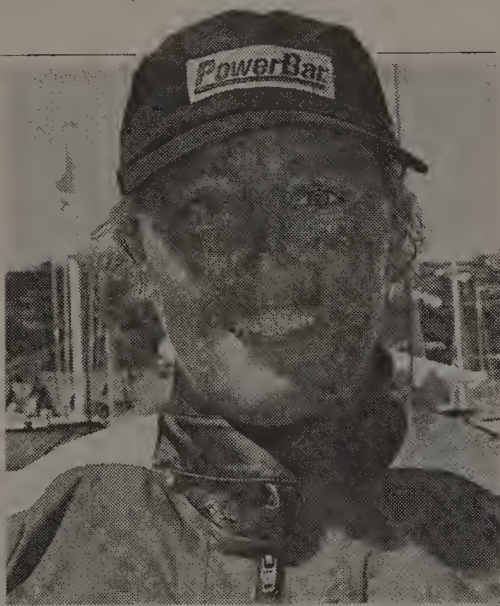
of whom are nationally recognized sailors themselves) and family, and the parking lots at the yacht clubs were colorful, vibrant places to hang out after each day's racing.

The Trials are more emotional than most regattas, as sailors' Olympic dreams were fulfilled or, in more cases than not, dashed during the course of the nine days. As usual with an Olympic Trials, there was plenty of intrigue, politics and unabashed ego involved. One of the race officials confided to us, "These young people have thrown their whole heart and soul into their campaigns for several years. When they see it isn't going the way they expected, some of them become a little angry or irrational, lashing out inappropriately. They eventually get over it, realizing that it just wasn't their year to go to the show."

Three of the Trials were pretty close, coming down to the last day. The Tornadoes, in particular, had a nailbiting finish. The Star and Europe competitions, however, were blowouts. In the end, veteran sailors prevailed in each class — in fact, the winners of four of the classes have been to the Olympics before. The fifth class, the Lasers, is new to the Olympics this year.

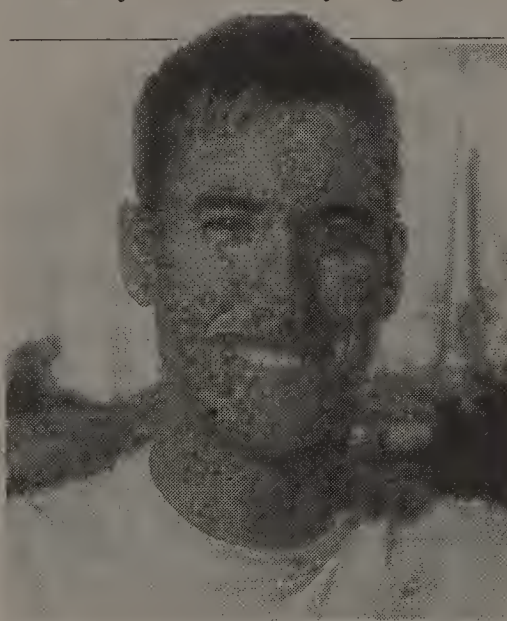
Europe

Twenty-three buffed young women

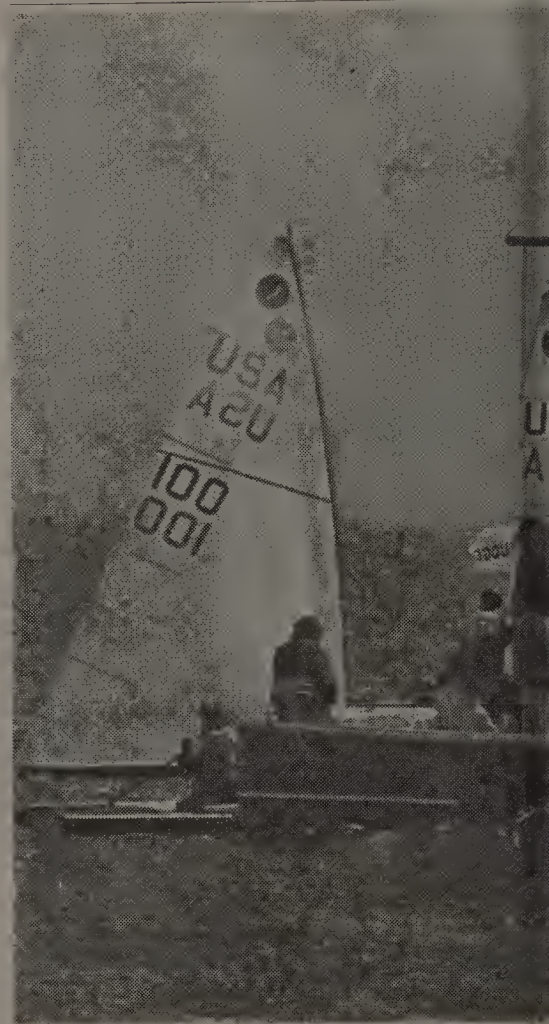


Courtenay Becker-Dey (above) dominated the Europe class. John Mrydal (right) nipped Mark Mendelblatt for the Laser berth.

allowed after ten races. Throw in practice, hull and sail measurements, various shoreside functions, and the Trials actually take about two weeks — a real grind. But it was fun, too — most of the sailors came with entourages of coaches (many



showed up for the Europe Trials, which quickly boiled down to just a two-way battle between versatile Columbia River Gorge sailor Courtenay Becker-Dey, who won a bronze medal in the Europe class at the '96 Games, and her former friend



and one-time student, Meg Gaillard. It was a lopsided battle at that — Courtenay led from wire-to-wire, rattling off eight bullets and enjoying the luxury of sitting out the last two races. Gaillard, a 26-year old from Pelham, NY, took two bullets in those races, pulling up to within one point of Becker-Dey in the final standings, an artificially close ending to the series.

Becker-Dey, a two-time Rolex Yachtswoman of the Year ('90, '96), originally hoped to go to Sydney in the 470 class. In the November Olympic Trials in Florida, she and crew Alice Manard finished a close second to JJ Isler and Pease Glaser. "That was pretty disappointing," allowed Courtenay. As a consolation, she jumped immediately back into the Europe class, an 11-foot version of a Finn which, like its big brother, allows the sailor to choose a mast and sail which match their height and weight. "It's all the same sport, and I really wanted to go to the Olympics," claimed Courtenay. "I hadn't sailed Europes for a long time, but at least it was familiar territory."

Courtenay, a 34-year-old full-time sailor and sailing coach, began an intense half-year of training to get back up to speed. Her 16th place finish (to Meg's bronze) at the Europe Worlds in Brazil a few months ago didn't bode particularly well, except to serve Courtenay as a wake-

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— THE ROAD TO SYDNEY



Gun! Local talent Kryshia Pohl (#110) gets off the 'European' starting line in good shape.

up call. In the ensuing two months before the Trials, much of it spent training with top European talent under the eye of her Kiwi coach, Rex Sly, Courtenay rediscovered her winning edge. She tested all the latest hi-tech gear, settling on a mainsail by Victory Sails of Slovenia — which soon became the center of controversy in the Trials.

Almost immediately, it was apparent that Gaillard — despite all the time and money she spent over the last four years getting ready for this moment — wasn't as fast as Becker-Dey. Frustrated, she protested Becker-Dey virtually every night for something, especially the mainsail — which had passed measurement despite a dubious leech line. "Meg wouldn't talk with me, and treated me like I was invisible," said Courtenay, who used to coach Gaillard. "Her protests and other mind games were designed to annoy me, I suppose. Mostly, I tried to ignore it all."

Becker-Dey got back at Gaillard on the water, getting her DSQed in race four, which further fanned the flames of their rivalry. Near the end of the regatta, Gaillard backed off on her protests, seemingly accepting the inevitable. "There were definitely two sides to that story, but ba-

sically Courtenay just sailed better," figured Kryshia Pohl, who finished fourth overall behind 18-year-old phenomenon Amanda Clark and tops among our nine Bay Area Europe sailors. "Courtenay had great starts and amazing upwind speed, plus she's really smart."

The top eight or nine women were all serious campaigners, each taking off the last half year or so to get ready for the Trials. The rest of the 23-boat class was there for the experience, such as the youngest participant in the Trials, 15-year-old Casey Pelletier. "I had a lot of fun," said the cheerful Alameda teenager, who finished 19th. "Some day I'd like to try to go to the Olympics!"

Other than Pohl and Pelletier, other Bay Area Europe sailors in the Trials included Sam Barnes (7), Jaime Mack (11), Lynn Olinger (12), Susannah Carr (13), Melina Hoyer (20), Kati Murray (22) and Denise Costello (23).

Laser

There have been quite a few Laser regattas in this country since Bruce Kirby designed the 14-footer three decades — and 150,000 boats — ago. But this regatta was something special: it marked the first U.S. Olympic Trials in Lasers, as this is the first year these ubiquitous boats have been invited to compete in the

sailing Games. "It was a total street fight, one of the toughest Laser regattas ever held in this country," noted local Laser sailor Tracy Usher.

Unlike the other Olympic classes, the Laser Trials were not an 'open' event. Only 32 spots were available — the same number of boats that will be on the line at Sydney — and they all had to be earned by finishing in the top ten at one of three qualifiers (St. Petersburg, Long Beach, Marina del Rey). Also unlike the other classes, the winner wasn't the person who led most of the regatta — in this case, #1 ranked Florida sailor Mark Mendelblatt.

Instead, easygoing 28-year-old Hawaiian sailor John Myrdal will be going to Sydney. He came from behind to overtake Mendelblatt with two days left, and then hung on to win by four points. Myrdal's boatspeed, particularly downwind, surprised everyone — he was a bit of an unknown quantity after skipping the Worlds last year and practicing on his own in his home base of Kailua, Hawaii. As part of his regimen, he imported various training partners and coaches to bring him — and his wife, Europe sailor Danielle Brennan Myrdal — up a few notches. Whatever they did over there, it obviously worked.

Mendelblatt, 27, started the regatta off on the wrong foot with an OCS, but re-

OLYMPIC TRIALS AND TRIBULATIONS

covered to lead Myrdal by 17 points at halftime. Myrdal found his mojo in the second half, overtaking Mendelblatt as the regatta wound down. Going into Sunday's finale, Myrdal was 3 points up on Mendelblatt and the regatta could have easily gone either way. In rainy, windy conditions on the Circle, Myrdal and Mendelblatt traded tack after tack, with Myrdal posting 1,3 finishes to secure the Olympic berth. "I sailed the best regatta I could have sailed," said Mendelblatt. "John just outsailed me. He deserved to win."

Brett Davis, Mendelblatt's training partner, came in a distant third. Charles Meade topped our local Laser sailors in sixth, followed by Steve Bourdow (12) and Matt McQueen (15).

Star

Conventional wisdom had San Diego North sailmaker Eric Doyle, the reigning Star world champion and Rolex Yachtsman of the Year, as the guy to beat in this year's Trials. Doyle and crew Tom Olsen won the Star Western Hemispheres by 4 points over Mark Reynolds just prior to the Trials, furthering the impression that this might be Doyle's year to go to the Olympics.

But he was never even in the hunt at the Trials, as veteran Star campaigner Mark Reynolds, sailing with 255-pound crew Magnus Liljedahl of Miami, dominated the abbreviated 14-race series,

fleet. Reynolds sewed up the regatta with a day to spare and, after securing a consensus from the other Star skippers, StFYC simply cancelled the last two races.

Reynolds, who recently switched his San Diego loft affiliation from Sobstad to Quantum, displayed his usual grace under pressure. The soft-spoken, modest sailmaker knows the Trials and the actual Olympics inside out, having represented the U.S. with former crew Hal Haenel in the last three Games, scoring a silver in '88, a gold in '92, and a disappointing 8th (out of 25) in '96, a finish that still haunts him. "I'd say this Trials was the easiest yet on the water, but the preparation leading up to it was harder than ever," said Reynolds. "The actual Olympics will be a tough regatta, too, but we'll be ready. I like our chances for the gold medal."

Reynolds, who has been rated #1 in Stars in the U.S. almost forever and is currently rated #3 in the world, joined forces with Liljedahl four years ago. "Hal wanted to take some time off, and for a while there, it looked like Stars were out of the Olympics anyway," explained Mark. "I'd sailed with Magnus a few times in the past, and feel lucky to have hooked up with him." Mark and Magnus, ages 44 and 46 respectively, experimented a lot on the path to the Trials and actually rejected



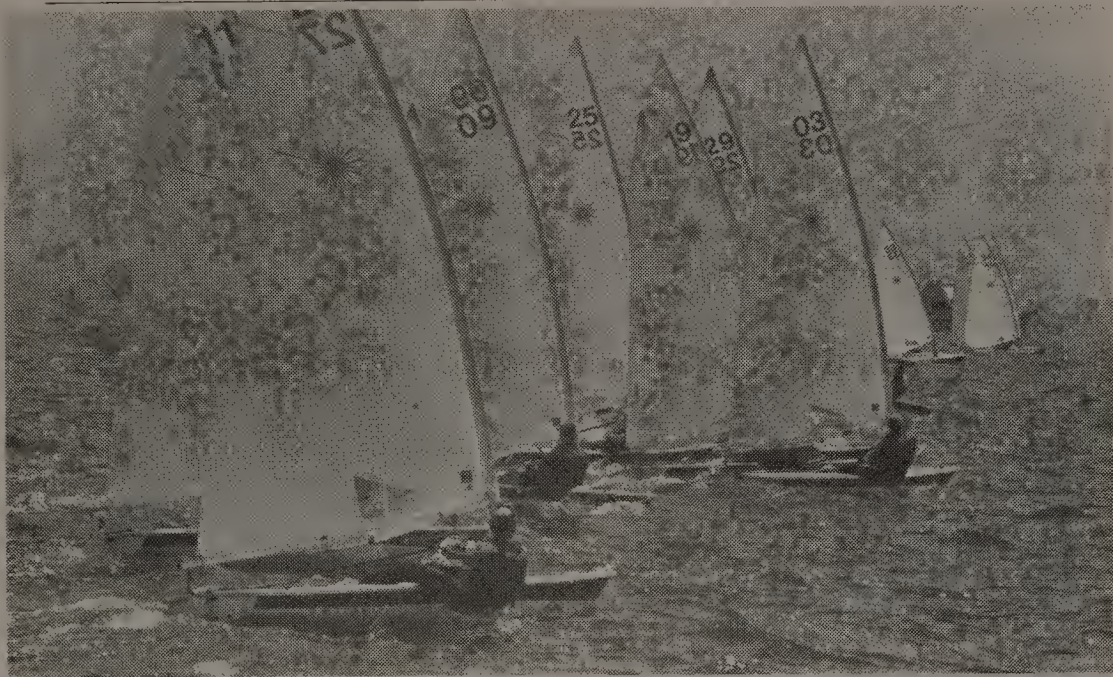
ter," said Mark. "We'll probably sail the old boat in Sydney, too."

Unlike the 130-boat Star Worlds, which had 2.5-mile legs, the shorter Olympic courses put a huge premium on boat-speed and handling of these overcanvassed 23-footers. "It's a different game. With just 16 boats, you didn't need to nail every start," said Mark. "We just looked for clear air, stayed out of trouble and let the boat get us out front."

Two other San Diego sailmakers rounded out the top three: perennial campaigner Vince Brun (North) was a distant second, followed by last-minute entry George Szabo (Quantum) in third. Doyle ended up sixth, while local hero Paul Cayard, still recovering from his America's Cup campaign, pulled the plug on his Olympic effort after finishing an off-the-pace 12th in the Western Hemispheres.

Finn

After years of knocking on the door, 38-year-old San Francisco investment banker Russ Silvestri has finally realized his dream of representing the U.S. at the Olympics. He still needs to qualify the U.S. for the Olympics, a hopefully minor detail which he will take care of at the Finn Gold Cup in England in June. "That should be easy compared to winning the Trials," said Russ, who quit a high-powered job at Robertson Stephens a year ago to devote himself full-time toward his Olympic goal. He also went to Auckland on the *AmericaOne* crew, but happily slipped into a role on the 'B' team in order to keep training in his Finn.



posting nine bullets to win by the widest margin in any of the five Trials last month. After opening with a mediocre (for him) 2,5 on the first day, Reynolds slipped into overdrive and won the event going away — a spectacular show against a tough

John Myrdal (#03) leaps off the starting line. Patrick Andreasen, who recently moved back to the Bay Area, was Myrdal's coach.

their new Italian-built Folli boat in favor of their older Folli just before this regatta. "We decided the older one just felt bet-

— THE ROAD TO SYDNEY



Star gazing — John MacCausland (#8015) leads this pack downwind.

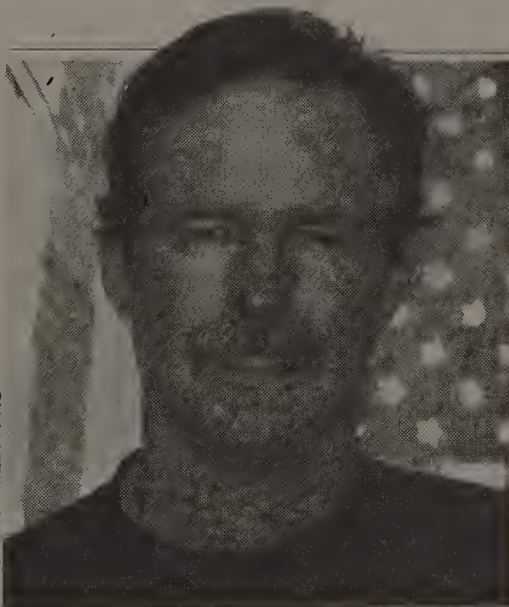
Silvestri left nothing to chance going into the Trials. He spent hours in the gym, bulking up to 210 pounds, most of it muscle. Prior to the Trials, Russ sailed his Devoti-built boat, the sixth Finn he has owned, for six weeks straight with only two days off. Canadian Finn champion Richard Clarke came down to spar with Silvestri for eight of those days. "Russ ran a very methodical and professional campaign, essentially a mini-America's Cup program," said his coach and long-time friend Kimo Worthington. "He simply worked harder than anyone else, and wanted it more than anyone else."

Silvestri's intensity paid off, as he built up a 9-point lead in the 26-boat fleet during the first half of the regatta. Following the layday, Russ tightened up a bit, feeling the effects of a flu virus and "getting conservative." He had to do a 720° in one race, and even flipped in another, both uncharacteristic moves. Mark Hermann, a 40-year-old Seattle sailor, came on strong in the second half, but it was too little, too late. Silvestri hung on to win the Trials by three points.

"It was a long time coming," claimed Silvestri, who is also the father of three small girls. "I've been sailing Finns since 1981, and chasing the Olympics since '84. It's unfinished business for me." He's come close to the Olympics twice, losing the '84 Trials he'd ostensibly won on a sportsmanship issue, and then watching the '88 Games from the bench as an al-

ternate.

Darrell Peck of Oregon came in third in the Trials, keeping his less-than-friendly rivalry with Silvestri alive with a trio of protests. The Finn class doesn't allow electronics, but Russ was routinely talking with Kimo, who fed him information from the weather mark, on a radio up until the prep gun. Right before the gun, Russ stashed his radio in a REI box with a sinker on it, and tossed it over (for Kimo to pick up later) — a page from the America's Cup playbook. Peck protested Silvestri twice for this, and once about the



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thickness and placement of his hiking pads. All three protests were disallowed.

"Russ did a great job of staying focused. In the past, he's been his own worst en-

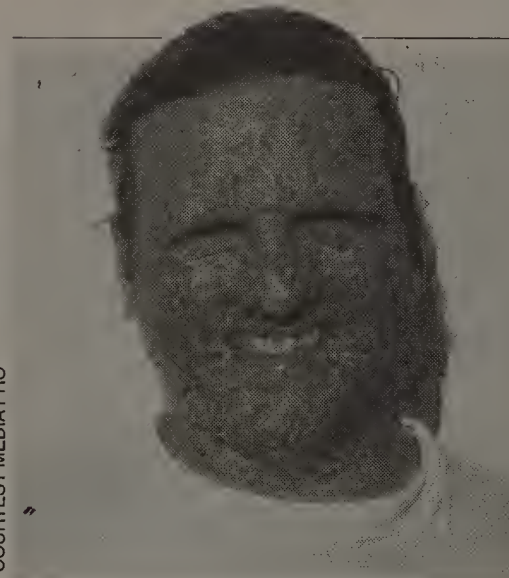
emy, keeping the pedal down, and going after people rather than just closing the deal," said Kimo. "He has a great tactical mind, and even though the U.S. is hardly the strongest Finn nation, Russ can rise to the occasion in Sydney. He's a 'game day' player who sails to whatever level of competition he's up against."

Silvestri and Hermann, who get along well, will attend the Finn Gold Cup in June to secure the U.S. Finn berth at the upcoming Games (the last of our 11 Olympic classes to qualify). Thirteen berths are still available (out of 29 Finns spots at Sydney), and most of the good countries have already qualified — presumably, this regatta is just a formality on Russ's road to Sydney.

Other local Finn sailors in the Trials were Mike Moore (15), Charles Heimler (21) and Mark Turner (22). There was even a Masters element to the Finn Trials, with class legends Gus Miller, now 65 years old, Louie Nady, 58, and Henry Sprague, 54, all still happily taking their lumps from this punishing 15-foot design.

Tornado

The Tornado Trials took place out of Santa Cruz YC on March 25-April 2, a few weeks before the rest of the circus rolled into the Bay Area. Eighteen of these speedy (up to 30 knots!) 20-foot cats were entered, but two were consistently out front: reigning national champs John Lovell and Charlie Ogletree, both 32, and the Lars Guck/PJ Schaffer team from



COURTESY MEDIA PRO

Reynolds wrap — Mark Reynolds (left) and crew Magnus Liljedahl (above) crushed the Star fleet.

Bristol, RI. The two had an epic down-to-the wire battle, with Lovell beating Guck in the winner-take-all last race.

Lovell, an accountant from New Or-

OLYMPIC TRIALS AND TRIBULATIONS

leans, and Ogletree, who works for Ullman Sails in Newport, opened the series strongly, firing off a string of bullets and deuces in 20-25 knot winds. After the lay-day, in lighter conditions, it was Guck's turn to shine, and he narrowed the gap to one point with two days of racing left. The two teams traded 2,3 records in Saturday's races, setting the stage for Sunday's two-race showdown.

With less than an hour before the time limit expired to get even one race in, what turned out to be the final contest began in 8-9 knots of breeze. Lovell put the clamps on Guck, eventually finishing third with Guck just one boatlength back in fourth — good enough for Lovell to win the regatta by two points overall. "Lars is an excellent sailor," said Lovell, "but we executed our game plan better than he did." These two teams finished in the same order in the '96 Trials, with Lovell/Ogletree going on to an eighth place finish at the Savannah Games.

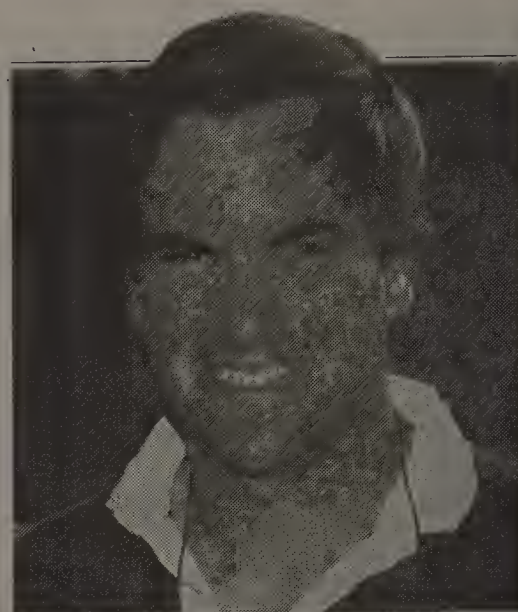
Lovell and Ogletree have been training in the Tornado for seven years now, and obviously hope to improve on their last Olympic outing. For a little fun, they're entered in mid-May's Worrell 1000, a grueling Inter 20 race up the East Coast from Florida.

The above five winners will join the other U.S. Olympians for the Sydney Games on September 16-October 1. Already qualified are Lanee Butler (women's Mistral), Mike Gebhardt (men's Mistral),



Hartwell Jordan just won the Soling Worlds, and appear to be ready to win the Trials.

Hopefully, our medal count at the Sydney Games will exceed our dismal showing at Savannah in '96 (two bronzes, Soling and Europes). The U.S. used to be an Olympic sailing powerhouse, winning medals in 9 of 10 disciplines in Barcelona in '92 — and medalling across the board in L.A. back in '84. "We should end up somewhere between those two extremes," figured Tom Farquhar, head judge of the Trials and a longtime observer of the Olympics. "We should be good for more than two medals, but certainly won't dominate the Games. Realistically, we don't have much of a chance in several of



San Francisco Finnatic Russ Silvestri (left) finally won the Trials. John Lovell (above) topped the Tornado fleet for the second time.

EUROPE — 1) Courteney Becker-Dey (The Dalles, OR), 25 points; 2) Meg Gaillard (Pelham, NY), 26; 3) Amanda Clark (Shelter Island, NY), 53; 4) Krysia Pohl (Alameda), 59; 5) Danielle B. Myrdal (New York City), 64; 6) Hannah Swett (New York City), 81; 7) Samantha Barnes (St Francis YC), 89; 8) Linda Wennerstrom (Key Biscayne, FL), 98; 9) Taylor Robinson (Stanford Univ.), 102; 10) Jane Codman (MIT, Boston), 135. (23 boats)

LASER — 1) John Myrdal (Kailua, HI), 38 points; 2) Mark Mendelblatt (St. Petersburg, FL), 42; 3) Brett Davis (Largo, FL), 57; 4) Peter Hurley (Mantoloking, NJ), 57; 5) Bill Hardesty (San Diego), 70; 6) Charles Meade (San Francisco), 79; 7) John Torgerson (Annapolis), 85; 8) Kurt Taulbee (Williamsville, NY), 125; 9) Benjamin Richardson (Gloucester, MA), 149; 10) Andy Lovell (New Orleans), 164. (32 boats)

STAR — 1) Mark Reynolds/Magnus Liljedahl (San Diego/Miami), 15 points; 2) Vince Brun/Mike Dorgan (both San Diego), 38; 3) George Szabo/Rick Peters (San Diego/El Segundo, CA), 49; 4) Joe Londrigan/Mark Strube (San Diego/Miami), 50; 5) John McCausland/Phil Trinter (Cherry Hill, NJ/Loraln, OH), 52; 6) Eric Doyle/Tom Olsen (San Diego/East Dennis, MA), 57; 7) Cuyler Morris/Brian Terhaar (Southwest Harbor, ME/San Diego), 81; 8) Jeremy Davidson/Jeff Davidson (both Fountain Valley, CA), 93; 9) Bill Buchan/Scott Leppert (Medina/Seattle, WA), 95; 10) Peter Vessella/Brian Fatih (Burlingame/Redondo Beach), 101. (16 boats)

FINN — 1) Russ Silvestri (San Francisco), 27 points; 2) Mark Hermann (Seattle), 30; 3) Darrell Peck (Gresham, OR), 41; 4) Mike Deyett (Durham, NH), 52; 5) Eric Oetgen (Savannah, GA), 55; 6) Geoff Ewenson (Annapolis), 73; 7) Mo Hart (Portland, ME), 98; 8) Scott Griffiths (Mission, KA), 113; 9) Andrew Kern (Chicago, IL), 123; 10) Brian Huntsman (Drexel Hill, PA), 143. (26 boats)

TORNADO — 1) John Lovell/Andy Ogletree (New Orleans/Newport Beach), 20 points; 2) Lars Guck/PJ Schaffer (Bristol, RI/Cleveland), 22; 3) Richard Feeny/Jon Farrar (Ithaca, NY/Niantic, CT), 45; 4) David Sweeney/Brian Sweeney (Atlanta, GA/Manhattan Beach, CA), 54; 5) Robbie Daniel/Enrique Rodriguez (Clearwater/Key Largo, FL), 56. (18 boats)



Finn fun — Henry Sprague (#74) heading upwind from the leeward mark.

the classes."

Stay tuned — answers in four and a half months.

— latitude/rkm

JJ Isler and Pease Glaser (women's 470), Paul Foerster and Bob Merrick (men's 470), and Jonathan and Charlie McKee (49er). The eleventh and final Olympic berth, for Solings, will be decided on San Francisco Bay on June 1-11. Local sailors Jeff Madrigali, Craig Healy, and

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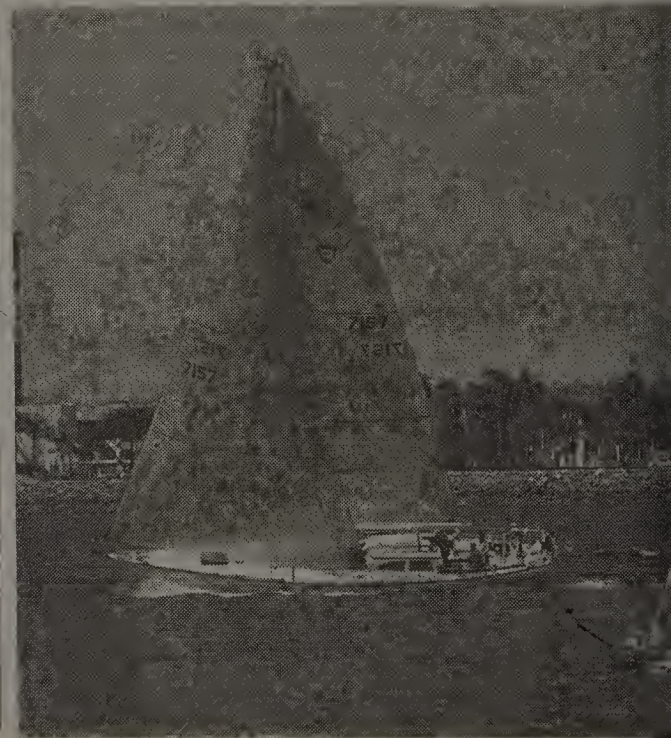
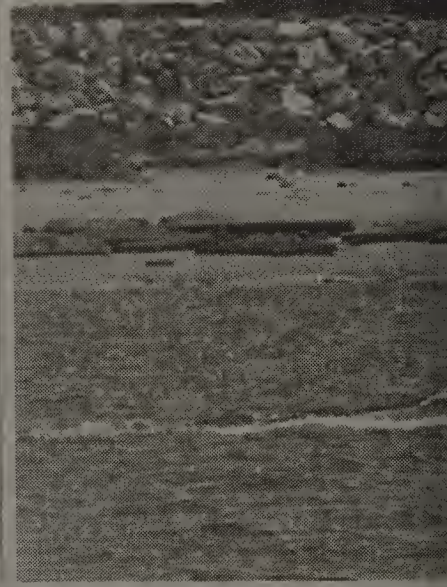
San Diego and San Francisco Bays reflect the cities they are named after — and are therefore as different as night and day. San Francisco's Bay is as wild, cold and sometimes scary as San Diego's Bay is smooth, warm and nurturing.

The wind typically comes up before 11 a.m. in San Diego, peaks out at less than 15 knots in the mid-afternoon, then dies down around 5:00 p.m. It's not unusual for the surface of the bay to be mirror smooth at night, perfectly reflecting the lights of the downtown high-rises.

The 12-mile long crescent-shaped bay is well-protected from the ocean swells, so on even the windiest days sailors don't have to contend with the kind of heavy

chop so common on San Francisco Bay. Since getting hit with spray is unlikely and getting drenched is out of the question, you see more sailors in bikinis than you do foul weather gear. It's a good look, too. You also see a lot of kids sitting on the bow dangling their legs over the side — something you'll never see between Alcatraz and Pier 39.

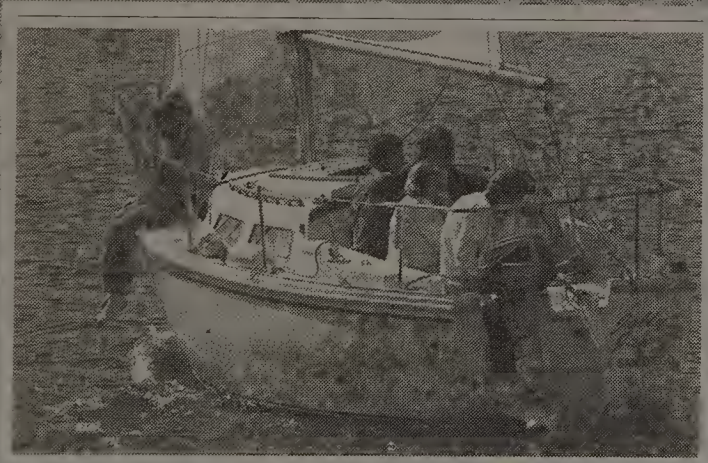
San Diego Bay's benign conditions make it an ideal place to learn the basics of sailing, so it's home to a number of beginner and advanced sailing schools. You might think that such mellow conditions would prevent sailors from developing into world class competitors, but that certainly hasn't been the case. That San Diegans Lowell North,

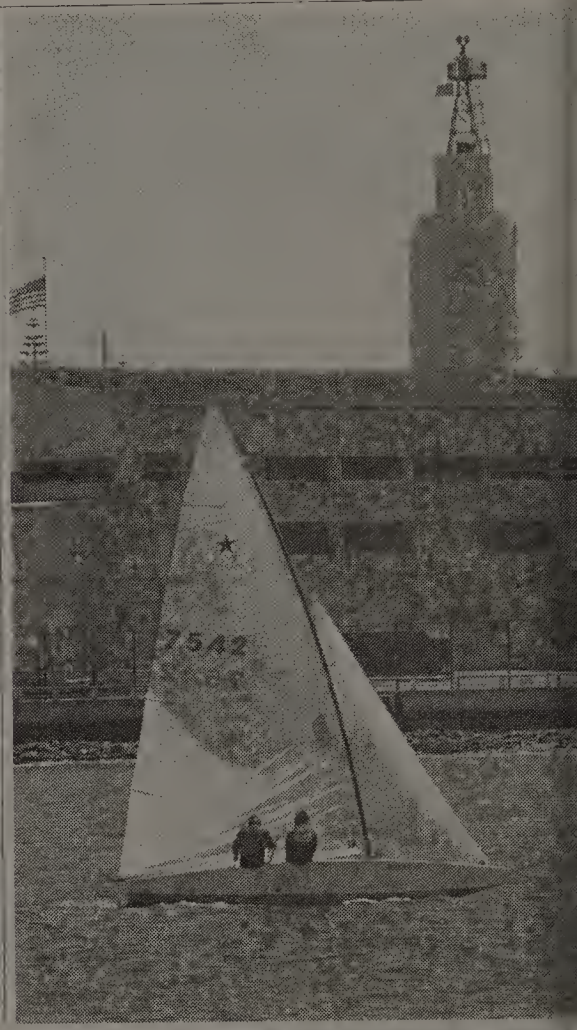
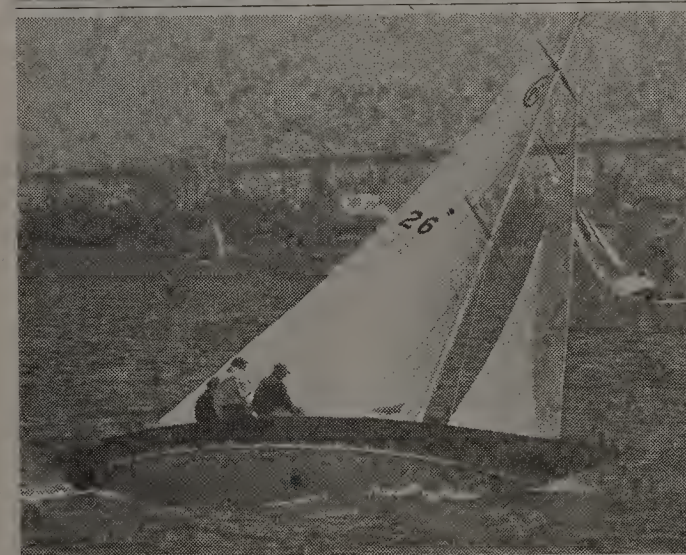


Clockwise from left: Sailing in San Diego means no foul weather gear. Carrying the chute past 'hurricane gulch,' just inside Point Loma. The ILC 'Titan' on a smooth ride to weather near the Naval Air Station. Two boats beating out the entrance between Zuniga Jetty and Point Loma. A small boat works to weather against a backdrop of San Diego high-rises. Legs dangling off the bow, a San Diego special. A classic Columbia 50 outfitted with beautiful sails battles up the center of the bay against a J/32. The Harbor Police fleet. The dinghy 'stay-chain' off Shelter Island.



SAN DIEGO BAY





Dennis Conner, Vince Brun and Mark Reynolds have, for long periods in different decades, dominated the prestigious Star class is just one indication of the talent. And right now Brun and Reynolds' biggest competition comes from George Szabo, Eric Doyle, and Joe Laundrigan — other San Diego sailors.

Compared to the similar boats in San Francisco, San Diego boats tend to be in better conditions. Much of this is weather related. Because the conditions are so mellow in San Diego, things like knockdowns, torn sails, dismastings and high-speed T-bonings of other boats and docks are rare. And the many mild days are the perfect for

polishing, painting, varnishing and otherwise detailing boats. San Diego is home to countless Columbias, Cals, Coronados, Ericsons and other classics from Southern California's golden age of boatbuilding of the '60s and '70s — and many don't look half their age.

Although San Diego Bay is considerably smaller than San Francisco Bay, there are still some 'places' to go. You can drop the hook in the snug confines of La Playa Cove, which is located inside of Shelter Island between the San Diego and Southwestern Yacht Clubs; sail over to Coronado for brunch at the famous hotel; drop the hook at Point Loma, where you might even be able to

paddle out to some surf; or sail around the moored boats in America's Cup Harbor. The longest sail possible in the bay is the flatwater reach down to Chula Vista, although the scenery is nothing to write home about.

There are, however, several nice destinations outside the confines of San Diego Bay. As you sail out the channel, Mexico's Coronado Islands beckon from just 14 miles in the distance. And it's less than 10 miles to the Mariners Basin anchorage at the

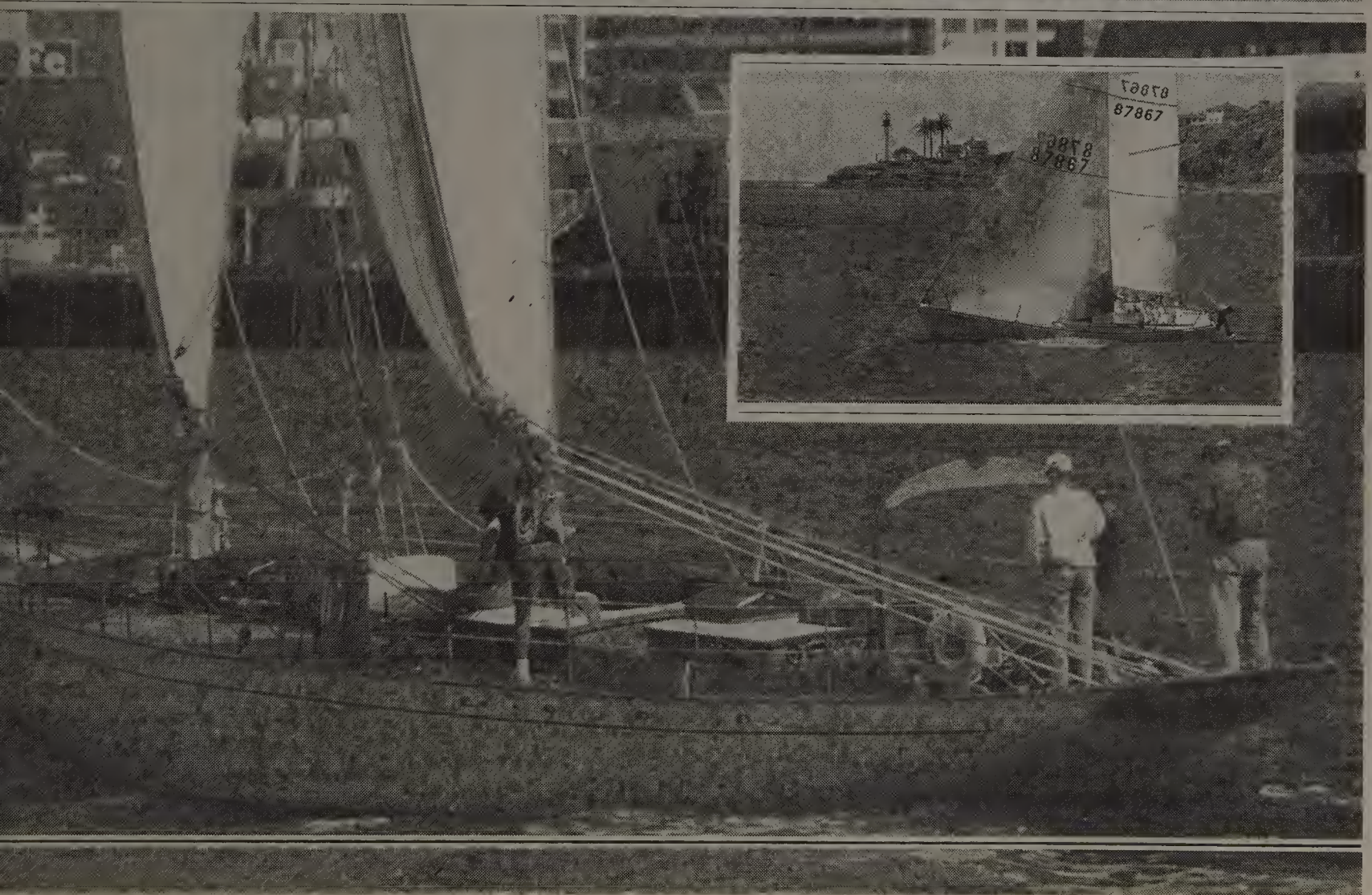
entrance to Mission Bay. Furthermore, Ensenada, San Clemente Island, Catalina Island and Newport Beach are all within 75 miles.

The biggest hazard in San Diego Bay is the congestion. Ships, jet-skies, aircraft carriers, sportfishing boats, kayaks, military assault boat and everything else that floats haphazardly navigates the relatively confined space. You have to pay attention. When leaving the bay, it's possible to misidentify the end of the Zuniga Jetty and/or get

Clockwise from above: A classic Kettenberg PC heads toward Pearson Standard Fuel Dock, where the folks are always friendly. The A-4 anchorage near the Coronado Bridge. San Diego sailors have always excelled in Star class racing — and are now stronger than ever. Not even a Melges 24 can surf in the light winds. Another San Diego classic: the Kettenberg 50. The mighty 'Cyclos' is close to 150-feet of excellence. The schooner 'Dauntless', now 70 years old, enjoys a jaunt around the bay. Inset: A J/24 out by Point Loma.



SAN DIEGO BAY



SAN DIEGO BAY

snagged in the kelp off Point Loma.

San Diego is the last main stop in California for cruisers heading to Mexico in the fall and returning in the spring. Unlike ports such as Sausalito that offer no facilities for transient vessels, San Diego actually attempts to be accommodating. For instance, the Police Dock at the tip of Point Loma has about 20 slips available on a first-come, first-serve basis. The rate is just \$10 a night for the first five nights, and \$20 a night for the second five nights. That's a nice deal.

The biggest

shortcoming of the Police Dock facilities are the extremely basic restrooms. Is there anything a cruiser returning from Mexico wants more than a steaming hot 10-minute shower? But there are no showers. The bathrooms have just one industrial grade stainless steel sink, urinal and toilet — and they all look like surplus from San Quintin Prison.

Since the Police Dock is located at the tip of Point Loma, it's a long walk from anywhere — which we define as the Brigantine for happy hour drinks and fish

tacos, the dimly lit Bool Weevil for a half pound steerburger, and Point Loma Seafood for something healthy. If you need to buy boat gear, West Marine will come pick you up — and we bet Downwind Marine will do the same. The other option is making the trip in your dinghy, but you'll need a place to tie it up.

There are several other anchoring and mooring opportunities for transient vessels. The Harbor Police pass out a big packet describing them all — as well as all the other facilities and services in the Bay.

San Diego is also home to the San Diego and Southwestern YCs, among others. The former is the more magnificent of the two, with hundreds of berths occupied with everything from small classics to modern ultralights. While the San Diego YC is casually luxurious in the manner of only a few yacht clubs in the country — yet it's what all non-sailors assume all yacht clubs are like. Not quite!

Most people in San Diego are as mellow as the

weather, as the city is popular with retirees and others who appear to be relatively content with their station in life. It's the exact opposite of the San Francisco, where everybody runs around at the speed of the Internet, frantic for having not made their first \$25 million by age 25. In San Diego people stroll around and chat as though it were normal.

There is a time and a place for mellow, and if this is your time, San Diego is the place for the most mellow sailing on the coast. Check it out.

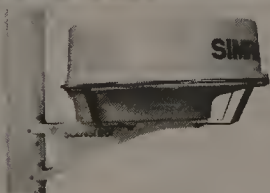
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George Day,
Publisher, Blue Water Sailing

"I was trying to work my way over a big wave, (about 80 feet) and being almost vertical near the top it nearly stalled the boat. With 10 feet of breaking water coming at us, I pulled away (to leeward) to gain speed quickly so I could then round up and drive through the breaking water over the top. If you see some of those surfing videos where the board is riding along the wave, weaving up and down and finally flipping over the crest, that's what it was like, with the differences being that we took the wave on from the bottom rather than the top."

Most experts would tell you that the conditions described above could not be survived by a light displacement 31-footer. Yet the crew of *Bin Rouge* made it through the '98 Sydney Hobart race unscathed. The lessons they learned apply to all sailors, and are covered in exhaustive detail in Steve and Linda's seventh book, *Surviving the Storm - Coastal & Offshore Tactics*.

For more than two decades the Dashews have studied heavy weather and how best to deal with it. They've interviewed sailors from around the world whose experiences, in addition to their own 200,000 plus miles at sea, form the basis of the most detailed manual on heavy weather sailing ever published.

The techniques and details of what works and what doesn't is backed up with 70 in depth interviews. Not just salty tales - you will *feel* the emotion and distress caused when your life, family, and vessel are on the line.

These stories are enhanced with detailed illustrations explaining the why and how of what happened, both right and wrong, and what you can do to avoid the same situation.

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Surviving the Storm - Coastal & Offshore Tactics is filled with the most spectacular collection of heavy weather photographs ever assembled. 560 photos and illustrations will help you to understand the right and wrong way to deal with breaking seas, heaving to, working your way to windward, running before the storm and the use of drogues or para anchors.

The emphasis throughout this book is on *survival* weather because if you are prepared for the worst, *normal* gales and storms are no longer something to be feared - they become a chance to experiment, to test what works best on your boat.

Surviving the Storm will change your definition of heavy weather. All of your cruising, even the majority which takes place in pleasant weather, will benefit. Passages will be faster and more relaxed. You and your crew will feel more comfortable with the elements. To a substantial degree, those nagging "what if?" doubts will be erased.

A new perspective

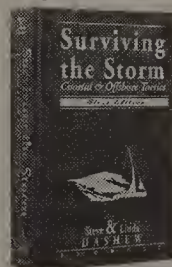
Perhaps the most valuable lessons in *Surviving the Storm* come at the end, when the Dashews recap common problems that occur over and over again, around the world - problems which lead to unnecessary injury and abandonment of vessels. The vast majority of these situations occur due to lack of knowledge on the part of the skipper and crew, and need not have happened. *Surviving the Storm* teaches you how to avoid these mistakes.

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This unparalleled reference tool is also available on CD-ROM. It is fully searchable and allows you to see wave images in color and zoom in to study individual wave shapes in detail. The table of contents and index are hot linked - click on a topic and you are instantly taken there in the book. Only \$59.⁹⁵.

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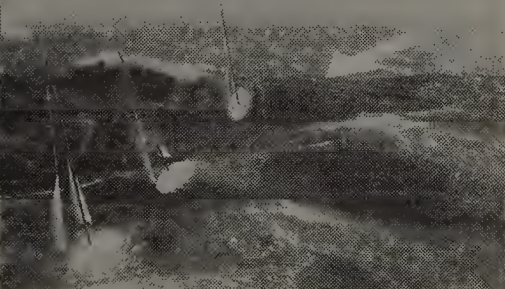
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When running off there is always one jibe which is safer than the other. *Surviving the Storm* will teach you how to choose the correct course.



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I don't know why my company still insists on having a booth at the national trade convention. All our clients know where to find us, and it just wastes a lot of money and productivity.

"We have to maintain our presence in the industry," insists our marketing VP. But then he makes us run the booth for four days while he goes fishing.

Years ago a trip to a national convention was something of a junket: travel to a new city, expense-account dinners, nice hotel, opulent hospitality parties, interesting new people to meet... although I never did get lucky with that cute sales rep from Rochester who I used to go drinking with.

I still enjoy socializing with some of my colleagues in the business, but nowadays, by the third day of the show, I'm usually bored to tears.

This year we were in a city with a very big convention center, way too big for the needs of one industry's annual event. In the adjacent exhibition hall, with separate seminar rooms, was another complete national convention for a totally unrelated industry. This one, however, looked much

lobby, I noticed that their badge holders were identical to the ones we were using next door. The badges themselves, and

robot submarines, dynamic positioning systems, shipbuilders, propeller designers, giant bow thrusters, and navigation

"It's my turn to be the booth babe."

even the industry association logos, were not so different that they couldn't be mistaken for each other from a distance.

What the heck, it was worth a try. I put my cellphone to my ear, as if absorbed in a conversation and oblivious to local navigational errors, and then strolled towards the entrance. Under cover of a small convoy of people who actually belonged there, I slipped through the gate.

It worked flawlessly, and once past the

and communications systems. It was a boat show for the real-world maritime industry, and I was right in the middle of the accessories tent. This would kill the afternoon in fine style, and with my cellphone in my pocket I could be back at my own booth in minutes if necessary.

I picked up a brochure for an air cushion vehicle, then another thick information pack for 'oceanographic rope'. It was a familiar brand, but I had no idea that they also made rope this big, this strong, or this expensive.

Around the next corner was a fuel cell display, and beyond that a collection of large controllable-pitch propellers, in polished stainless steel. To make this booth even more eye-catching, a young woman in a short leather miniskirt — and not much else — was draped over one of the propeller blades.

My eye was duly caught, but as I walked over for a closer look I suddenly realized something that made me freeze in my tracks...

"Leel"

"It's like, my turn to be the booth babe," she smiled. "Can I run some numbers on your propulsion problem?"

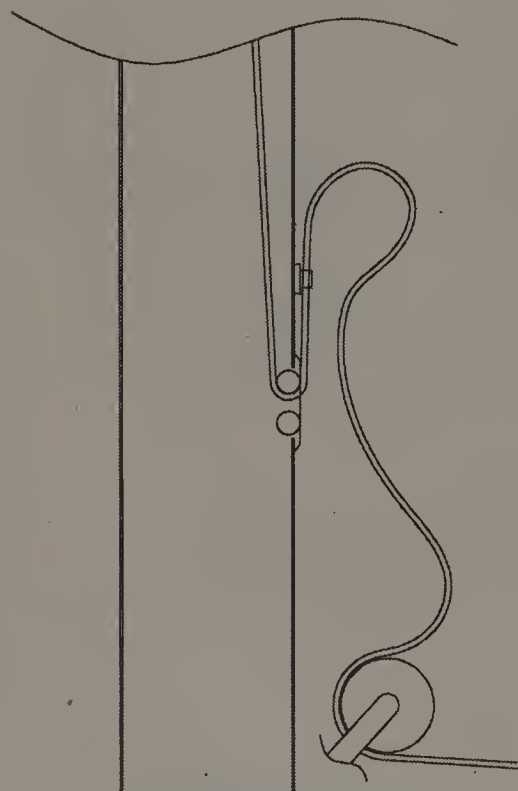
Yes, it was Lee Helm in that miniskirt, although it was hard to recognize her at first through all the makeup.

Lee Helm is a naval architecture grad student at the university. I knew she worked part-time for a design and consulting firm, but I never would have dreamed that "booth babe" fell within her job description.

"Well, the booth certainly does stand out from the rest of the aisle," I allowed. "But how did you ever get talked into this? Aren't your, uh, talents better used on technical projects?"

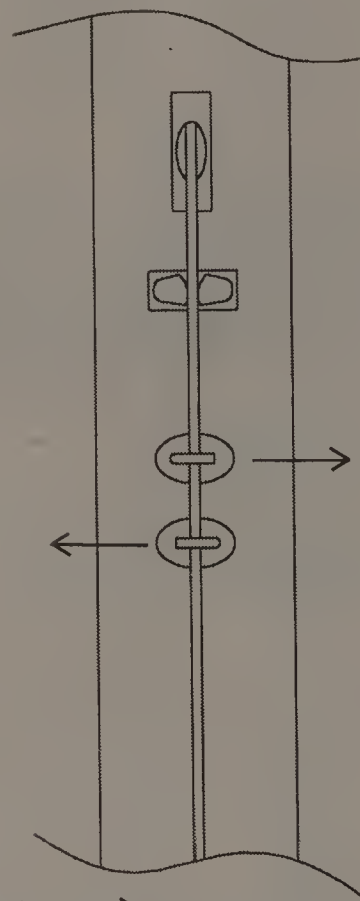
"For sure, Max, but I'm having a blast. Come in and sit down."

Her employer's booth was also equipped with several big overstuffed easy chairs, very much appreciated by my tired feet. I settled into the chair. Lee sat on 'Flying' a spinnaker takes on a whole new meaning for shorthanded sailors. Persistence and the right gear will get you up to speed sooner or later.



more interesting. It was the annual Marine Technology Conference, according to the banner, and a quick glimpse through the carefully guarded entrance was enough to suggest that inside was a world of fascinating technology.

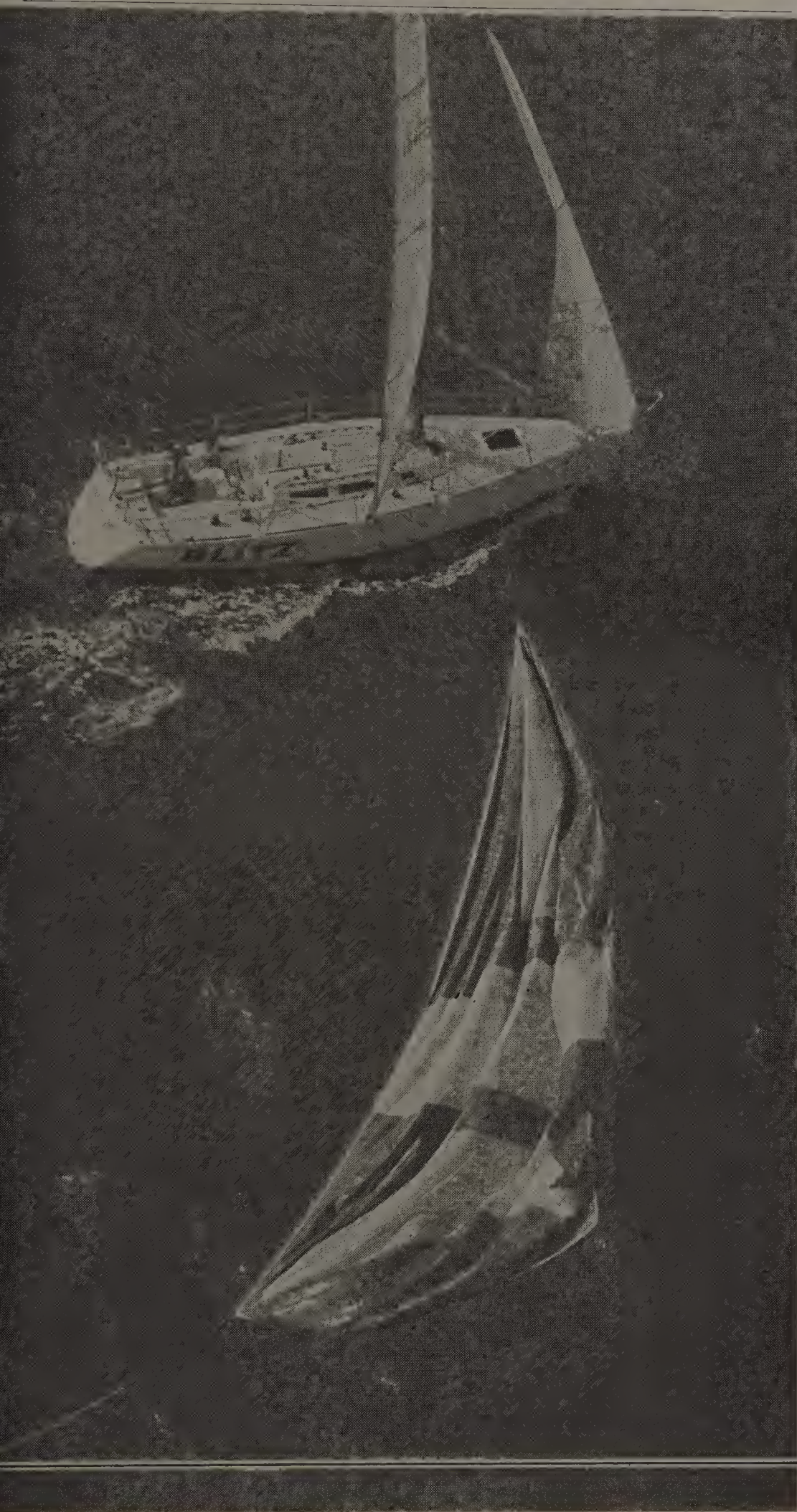
Cruising by the registration desk, I saw that it cost many hundreds of dollars to get inside. But while I was killing some time by perusing the exhibits out in the



Spinnaker handling — Left, spinnaker topping lift detail with two control positions. The line pulls out of the cam cleat above the exit port when load is taken from the cockpit. Above, spinnaker halyard exit detail. The two fairleads are dinghy guy hooks that open in different directions.

guard I turned my badge holder over, as if I had carelessly let it flip face-in.

What I found inside was a toystore of amazing products and technologies —



the arm, keeping one arm around the propeller blade that practically overhung the chair.

"Thanks, my feet needed the break," I said gratefully as my eyes, now with a mind of their own, scanned Lee's hull form from bow to stern. "Don't go outside the convention center like that," I advised, "or you might need your martial arts training."

"My martial arts training will have failed if I have to use it," she laughed. "But it's pretty intense right in here. Guys keep trying to buy me drinks, or get my phone number. Even though it's right up there on the company logo — as if I couldn't possibly be one of the tech staff. So I do my airhead act. Then when a 'salespern' from my company is working with them, and they get in way over their head on some technical part of their pitch, I come over and bail them out. It's primo street theatre..."

She stopped talking for a second, and gestured to me to indicate that I should also keep quiet while she listened. One of the salespeople, while talking to a client, was doing exactly what Lee had just described.

"Not again," she sighed. "Excuse me a second."

"Of course you can have a propulsive coefficient greater than one," Lee interrupted them. "It just means that more energy is being recovered from the wake flow field than is being lost to the tip vortices and blade friction. We've measured it as high as 1.04 in certain axisymmetric flow applications."

"Thanks, Lee," acknowledged the salesperson, while the client, after recovering his lower jaw, tried to argue his point on conservation of energy grounds, with no success.

"**H**ave you been over to see the new high speed design concepts?" Lee asked me as she resumed her pose around the shiny propeller blade.

"No, I've just been down two aisles. But what great stuff! I can't wait to see more."

"Check out what they're doing with wing-in-ground-effect. If you like fast ferries you'll have a technogasm."

Meanwhile, the customer and "salespern," as Lee called him, had moved to another part of the booth to continue negotiating, leaving two nice chairs vacant. It didn't take long before a tired-looking conventioneer ambled up.

"Okay if I sit here?" he asked Lee.

"Only if you can tell me the formula for horsepower in terms of torque and

RPM," she challenged.

"Oh, that's easy. Horsepower equals torque in foot-pounds times two pi RPM over 33,000."

"Okay, have a seat."

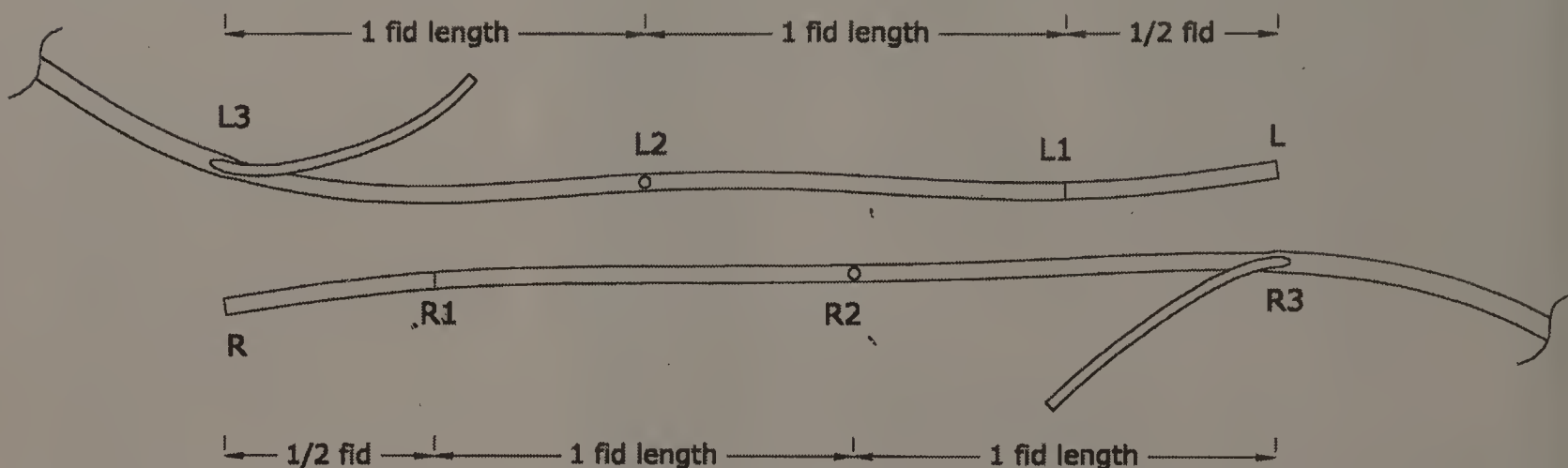
He gratefully settled into the comfy

getting something for nothing."

"It's an illusion all right," I noted.

"Yes, and that's what I'm having

of the tiller. Tie a clove hitch around the tiller when you want to lock it in position, and tension the rope so the hitch only



chair, while Lee, having qualified the prospect, handed him a literature pack for her company's services.

But while he studied the promotional material — both printed and human — I began to believe that I knew this person. A new yacht club member, someone who had just bought a small sailboat. Finally he noticed something other than Lee's lines plan when he looked up from the page, and recognized me as well.

"Max?"

I nodded.

"I didn't know that you were involved in this business. I would have expected you to be in that other convention next door."

I answered by turning over my name tag badge for a second.

"Ah, so you are playing hooky! Good show isn't it? But I'm glad I ran into you. Some things about my new boat that I'm having a bit of trouble with.

"Sure, go ahead. If Lee allows sailing to be discussed here."

"Like, you'd be amazed how many propeller-heads are closet sailors," Lee observed. "But there's like so much more money in power. Big commercial or government projects where they can afford to do it right. I mean, contrast to sailors, who are mostly cheapskates. Think it through: why do people like sailing in the first place? Because 'the wind is free.' Sailing gives the illusion of

The 50% long splice: 1) pull out cores at L3 and R3, trim short. 2) Use fid and pusher to push end L into R2 and out at R3. 3) Use fid and pusher to push end R into L2 and out at L3. 4) Trim ends and stitch with sail twine.

trouble with. I've decided that I don't want to buy an autopilot, or roller furling, or any of the expensive stuff that they say I need for shorthanded sailing. The books say I should be able to heave to when I need to leave the tiller. But I'm having trouble getting it to work like in the book."

"What happens?" I asked.

"The boat just rounds up and eventually tacks."

"Sounds like the main's in too far," I suggested.

"Or you're not letting the boat slow down enough before putting the tiller to leeward," said Lee.

"Are you locking the tiller in position, or just letting it swing free?" I asked.

"At first I was just letting it swing," he said. "But I think the weight of the tiller was confusing things. Now I'm using shock cord."

"Ah, that's it," I said. "You really need a more positive method of holding the tiller where you want it. In fact, I'll bet that if you had a good tiller lock, you'd find you really didn't need to heave to very much at all."

I was pleased to see that Lee was nodding in agreement.

"There are some good tiller locks on the market," I added. "But all you really need is a rope going from coaming to coaming, across the cockpit near the end

slides when you turn the knot by hand."

"Seems like locking the tiller further to leeward would make the boat even more likely to tack."

"Well, Lee's right, you do have to make sure all the speed is off before putting the helm down. Also pull the mainsheet through the blocks so the wind doesn't have to overcome a lot of friction to push the main out. Or push the boom way out by hand."

"But like, you'll hardly ever heave to again," predicted Lee, "once you have a good tiller lock system. Here's what they did on one boat I used to sail on:"

She grabbed some company letterhead, and after complaining about not having a place to wear her pocket protector, she found a pen.

"Take an ordinary telescoping hiking stick, the kind that's infinitely adjustable with a twist-lock. Drill out the end of the ball at the end, so you can insert a dowel that just fits inside the end of the aluminum tube. Glue it in or use a set screw through the tube to keep it from popping out. Then install a big stove bolt end-wise in the wood dowel, so the bolt head is at the very tip of the hiking stick, like this..."

"And then you just need a keyhole socket in the side of the coaming? Like those fittings they sell for boarding ladders?"

"Close," said Lee. "But we used a steel V-jam cleat, installed with the V facing up. The bolt-head on the hiking stick just drops in, and the helm is locked."

"I've seen a store-bought version of that," I said.

"Right, that's the one where the entire ball fits into the socket in the coaming. But like, that one requires that the ball be completely removed from the socket to make an adjustment. With my V-jam setup, you can turn the ball and slide the telescoping stick in or out just a little without even unhooking it."

"I like it," said the new boatowner. "Especially since I think I have some of those V-jam cleats in the parts box already."

"The really cool thing about locking the tiller this way," Lee continued, "is that if you have the boat self-steering, and need to switch to manual for a minute to avoid an obstruction, or to tack, you can release the tiller without losing your setting. You can lock the tiller again with exactly the same adjustment, on the same tack or the other one."

"You think my boat will self-steer?" he asked.

"I've never seen a boat that won't self-steer to weather with the helm locked," I said. "Except maybe in light air. But even then you can still do a lot of work away from the helm if you jump from side to side as required, steering by changing the

couldn't really explain why.

"Halyards led aft are great on small race boats," she said, "where you need to

make frequent adjustments from the cockpit. But like, if you're cruising short-handed, all the action is up by the mast. You know, lower a sail with one hand on the halyard tail while you try to control it with the other hand. I

mean, you're going to have to let go of the helm to work a halyard anyway, cockpit or otherwise. Even reefing is much easier if all the strings are right near the gooseneck."

He thought for a minute, then counted on his fingers.

"That saves me about nine new blocks," he concluded. "Great Idea."

"One exception," added Lee, "is the spinnaker halyard. Sometimes you do want that one aft, because you might want to be within reach of the sheets and guys at the same time as the halyard. And like,

explained as she started another drawing.

"Exit the halyard seven feet up from the deck, then put a cam cleat right below it. It makes the halyard a one-way valve — goes up but not down. You need some sort of fairlead just below the cleat to keep

the halyard from jumping out, but for singlehanded cockpit douses you need to get the halyard out of this fairlead. So I like to use a pair of dinghy guy hooks, arranged with the openings facing opposite directions."

It wasn't clear if he was referring to Lee's rigging diagram or other parts of her rigging that were right in front of his face.

From the diagram it was clear what she meant.

"This way you can quickly thread the halyard into the hooks for one-way up-only control, or you can leave the halyard out of the hooks to keep it clear of the cleat, for a douse from the cockpit."

"Looks good," said the new owner. "And since this is a low-tech aluminum mast, it's easy to add all that hardware."

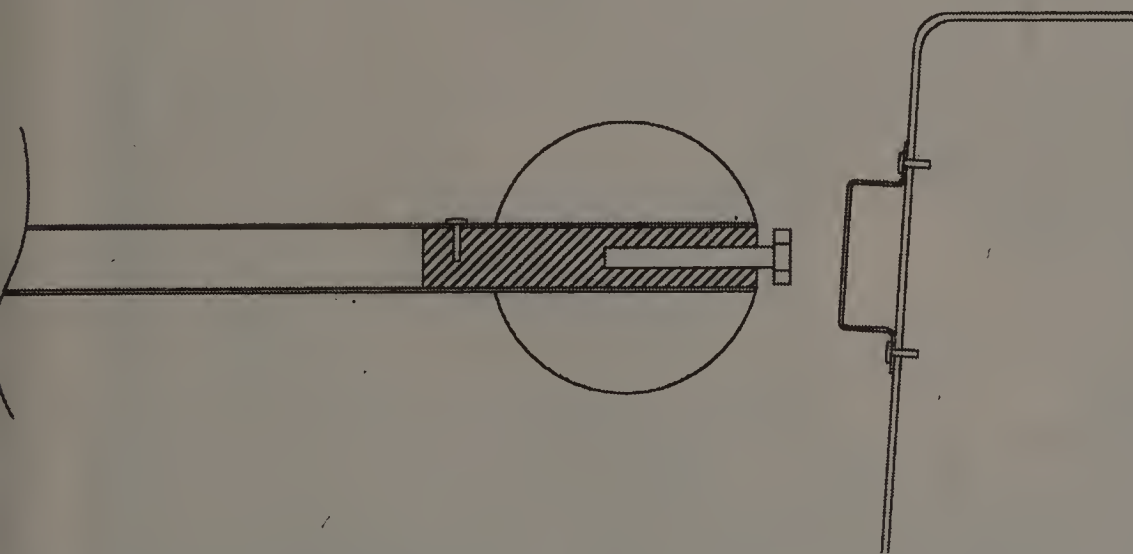
"You can have even more fun with a fancy topping lift exit," Lee continued. "Use a low exit, and a double-sheave exit port, and put a cleat right above the exit. Then when you top the pole when you do hook-ups, from up at the mast, you can pull up on the topping lift and cleat it up here. Once the chute is set, and you want to control it from back aft, take up slack and pop the topper out of the upper cleat, and you're back to cockpit control."

"Nice," he said, although it wasn't clear if he was referring to Lee's clever rigging arrangement in the diagram, or parts of her rigging that were right in front of his face as she completed the diagram.

"You're not thinking of putting roller furling on this boat, are you?" asked Lee.

"I would if I had the budget for it," he answered. "And if it didn't make all the jibs that came with the boat obsolete."

Lee proceeded to make the case for self-tacking instead of roller furling. "You only raise and lower the sail once each time it's used," she argued. "But like, how many times do you tack? And with RF, that one jib — usually a heavy short-hoist battenless 120 — is too heavy and undersized to be any good in light air, and too big with too much overlap to be easy to handle in heavy air. A full-hoist, full-roach self-tacker is faster in nearly all



The best tiller lock — the bolt head at the end of the telescoping hiking stick drops into the V-jam cleat on the inside face of the cockpit combing.

heel angle."

"Now all I need to do is lead my halyards aft, and I'll be all set."

Lee and I both made the same face. "Why do you want to do that?" she asked.

He said that it would make single-handing easier, but when pressed, he

sometimes you have to douse in the cockpit."

"I don't know if I'll be flying a spinnaker singlehanded anytime soon."

"You probably will fly it with guests, though," I pointed out. "And if they're new to sailing, you might just as well be singlehanded."

"Here's how I like to rig a spinny halyard on a boat like yours," Lee

conditions, and way less work."

They went on to discuss various details of boomless self-tacking systems, and whether it made sense to do away with jib halyard winches entirely in favor of a jib cunningham.

While I looked at Lee's company brochure, another prospect came along and occupied the other chair, this one escaping Lee's pop quiz. Mistaking me for a company rep, he asked me something about thrust and torque coefficients, cavitation number, and "span-wise lift distribution as a function of blade pitch."

I tried to get Lee's attention, but the conversation about sailboat rigging caught his attention instead.

"For this topping lift setup," he said, you can also make it double-ended with a block inside the mast. One side exits at the mast, the other goes aft. Then long

splice the ends together so you never run out of tail at either trim position."

"Right, the foreguy too," said Lee. "I

mean, like, any double-ended control should be spliced into a continuous loop."

"But a long splice in yacht

braid is way beyond the abilities of us mortals," I remarked.

"No, there's a very simple and easy method I developed. It's only half-strength, but controls are usually sized for handling and stretch, so a 50 percent weak spot is not a problem. I'll be right back."

He returned a minute later with samples of double-braid from the rope manufacturer. He had also borrowed their splicing demonstration kit, consisting of a fid for that size rope, a push rod, and some tape.

"This only works with the traditional

braid construction, where the core and cover are about equal in strength and area," he said as he started to pick out the core from the cover of one of the rope samples.

That's when an electronic chirping sound came from my briefcase.

"Um, Max," said Lee, "your shoe is ringing."

"Have to go," I said. "I'm needed back at the booth."

A minute later I was back at my own boring booth, in my own boring trade convention, with just enough traffic at the booth to make another escape to next door very unlikely. But just when prospects for the next two days looked the most dismal, who should show up but that sales rep from Rochester.

"What are you doing for dinner?" she asked.

Maybe it's worth maintaining a presence at these conventions after all.

— max ebb

*"Um, Max,
Your shoe is ringing."*

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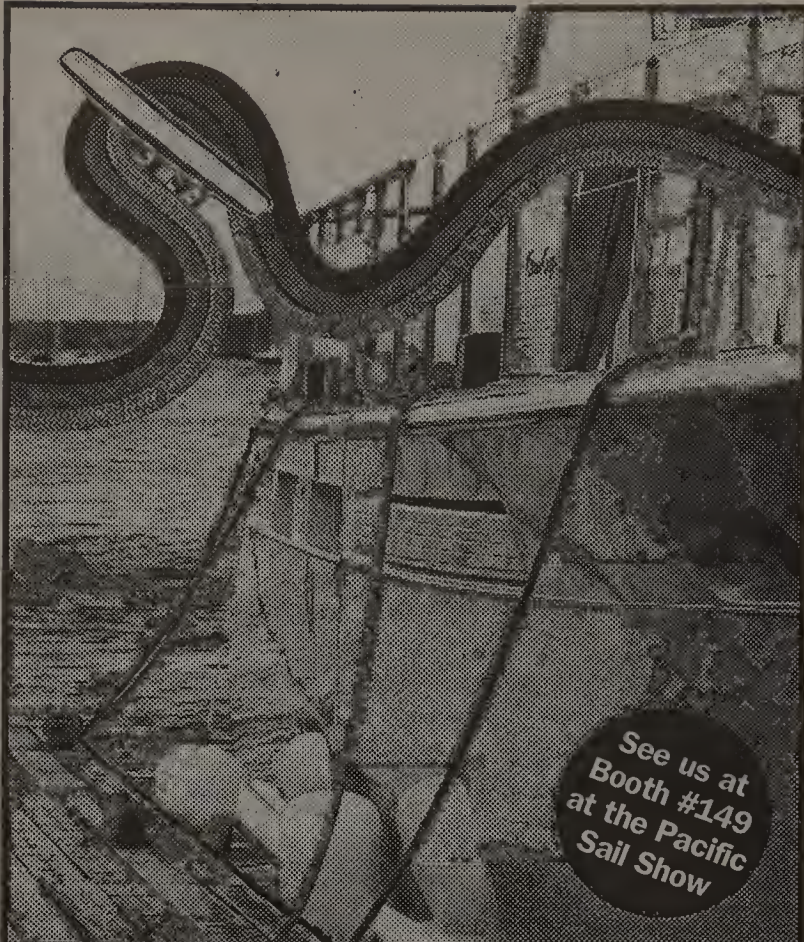
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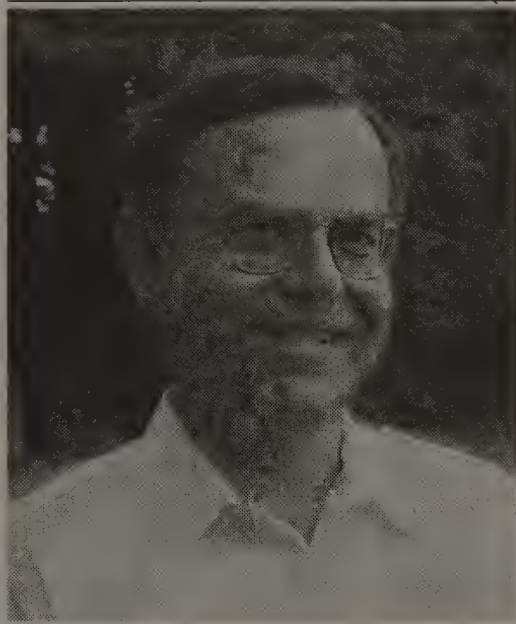
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GRAVEYARD SHIFT —

In the March '99 *Latitude*, the editors requested information and strategies from anyone who had made multiple trips between Seattle and San Francisco. That request — along with various accounts



Delivery skipper Alan Hugnot.

I've read by offshore sailors who have experienced strong winds on that lonely stretch of the Siskiyou-Mendocino Coast throughout the year — made me think your readers would appreciate a synopsis of the conditions they could expect on that passage.

As a delivery captain, I've made six roundings of Cape Flattery southbound, and several northbound — all in sailing vessels under 50 feet. I have sailed both inshore, meaning less than 20 miles out, and offshore as much as 200 miles, and made landfalls at Cape Flattery and at Cape Disappointment (Columbia River) after returning from voyages to the Gulf of Alaska.

The stretch of coast that most concerns people heading north to Washington and Canada is the 450-mile stretch between

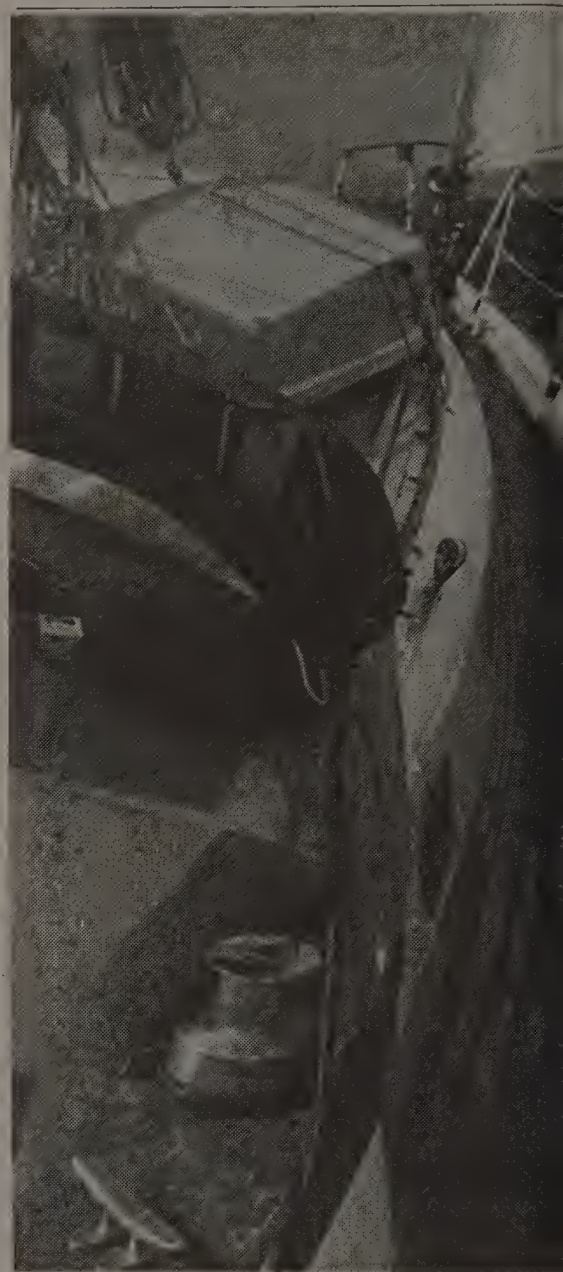
the Central and Southern California coasts south of San Francisco, or off Washington or British Columbia. Based on this experience, they may believe that they are seasoned offshore passage-makers and therefore ready to easily tackle the passage between Astoria and San Francisco. However, even those with true bluewater experience are not always prepared for what they may encounter off the Siskiyou-Mendocino Coast.

The winds along this section of the coast are far worse than anything experienced off Point Conception, which has the reputation of being 'the Cape Horn of Southern California,' or Cape Flattery, on the northwest corner of Washington, which is known as 'the Graveyard of the North Pacific'.

During the winter months, the coast between Cape Blanco and Cape Mendocino regularly experiences winds in excess of 45 knots, with 70-knot gusts along the higher bluffs. Unfortunately, during the last few years the occurrence of strong winds every few days has continued throughout the year. Mariners can no longer depend on historically calmer conditions in July and August.

There are only four hospitable ports that can be used as harbors of refuge along this stretch of coast: Coos Bay (Charleston) and Brookings (Chetco River) in Oregon, and Crescent City and Eureka (Humbolt Bay) in California. Of these, only Crescent City can be entered in all weather conditions. And while there are several coastal anchorages that offer varying degrees of protection from the prevailing westerlies, such as Trinidad Head north of Eureka, most all of these are exposed to the southwest — which is the direction that the storm winds usually arrive from.

When low pressure cells and the



stage of the tide. I have actually made this harbor under sail alone, when having engine trouble, during a 45-knot southwesterly.

But it's not only the southerlies you have to worry about. During passages along the Siskiyou-Mendocino coasts, even in summer months, the prevailing northerlies will sometimes hit gale force — and northerlies are considered 'fair weather' along this coast! Then, too, fair weather can suddenly change to a southerly gale as a low pressure cell approaches the coast. This can happen within an hour of a NOAA forecast calling for a 20-knot northerly — for the next 24 hours!

A review of my log books for various passages finds Northerlies in excess of 35 knots, accompanied by high seas, occurring in the late summer as far back as August of 1991, when I was aboard a 45-ft ketch bound for Seattle. In late August, 1994, aboard a 36-ft sloop bound for Astoria, we recorded a 35-knot northerly. In August, 1995, 100 miles out

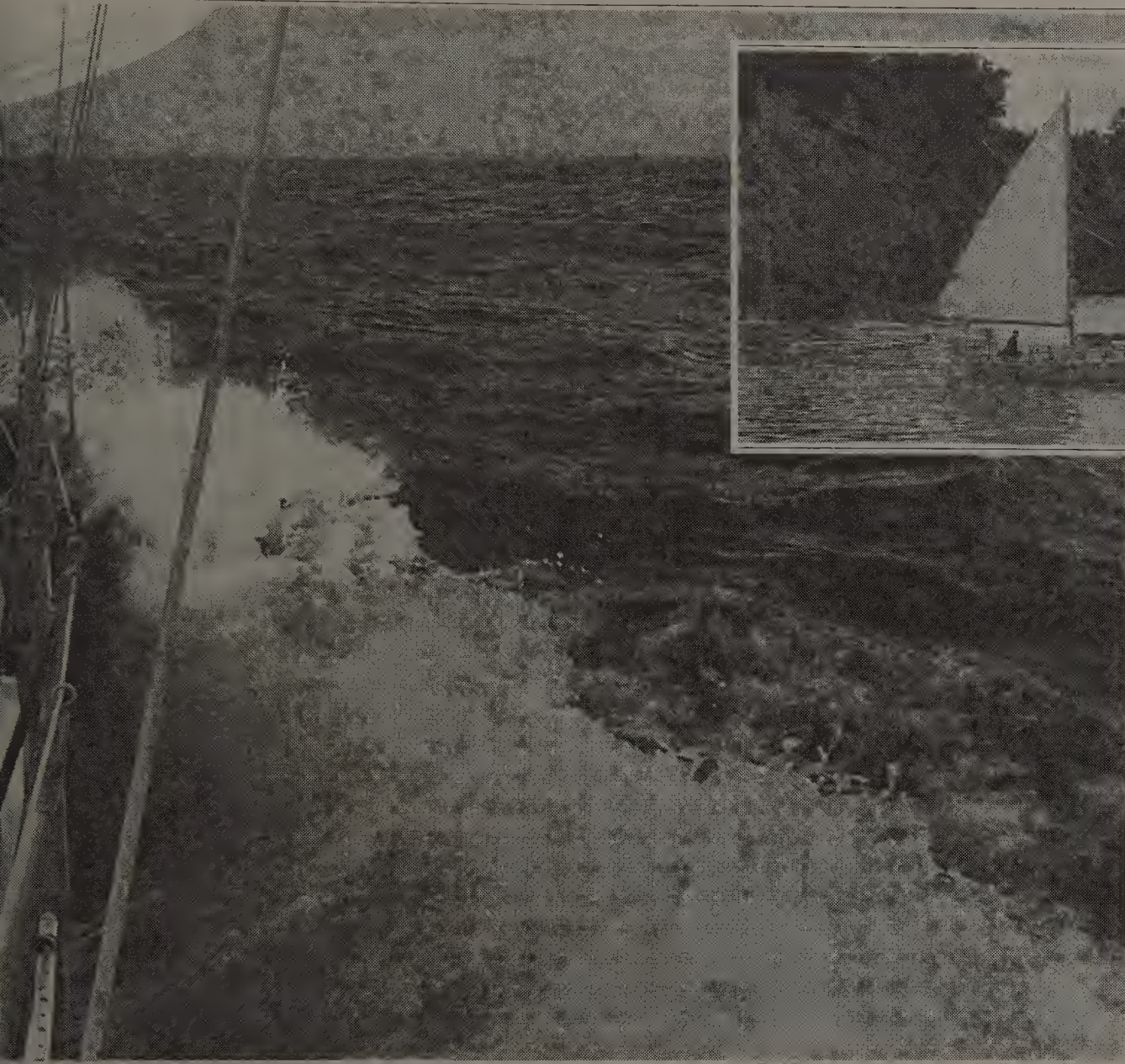
*The northerlies will sometimes hit gale force —
and northerlies are considered 'fair weather'!*

Point Arena, California, and Cape Lookout, Oregon. Vessels have to round two capes, which are actually the western edge of the Siskiyou coastal mountain range — Cape Mendocino, the highest bluff along the coast and Cape Blanco, the westernmost point in the continental United States.

Many cruisers who anticipate making a passage north are used to sailing off

accompanying southerly gales blow in along this coast, the Coast Guard closes the Brookings and Eureka bar entrances. That leaves only Coos Bay and Crescent City. The entrance to Coos Bay has a northwesterly exposure. During a southwesterly gale, bar crossings may be allowed for about the last two hours of each flood tide. Crescent City has no bar to cross, and you can make it in at any

SAILING NORTH FROM SAN FRANCISCO



A trip north can be nice every once in awhile. This lovely sailing weather on a '97 trip to Washington lasted exactly four hours. Inset, the 30-ft schooner 'Vagabond' departs Shilshole for the trip south to San Francisco a few years ago.

from Cape Flattery, in a 36-ft sloop bound from the Gulf of Alaska to Portland, we experienced two southwesterly gales in five days as low pressure cells spun their way around the north side of the Pacific high. In June of 1997, aboard a 30-ft schooner, we suffered two southwesterly gales in six days on an inshore, southbound, harbor-hopping passage to San Francisco.

Apparently, in 1998, there never was a 'good' time to have made the transit in either direction — at least according to reports received from three skippers who made southbound transits in July, and August. Indeed, on August 6, a Mapleleaf 42 with experienced offshore sailors was abandoned, and her crew rescued by a Coast Guard Helicopter 75 miles off Fort Bragg, where they were experiencing 50 to 60-knot winds and high seas. At the

same time, an inshore vessel off Cape Mendocino was experiencing 45 knots and 20-ft seas.

And last year, in March/April of 1999 during a southbound transit aboard a 36-ft sloop, over a period of four weeks I could find only a few two-day windows in which to make quick 200 to 300-mile dashes between harbors of refuge.

How can you give yourself the best chance to successfully make a north or southbound passage? Pick the best time,

which still means between April and October. In addition, plan on making a series of short passages of less than 200 miles apiece. For example, if you're going from San Francisco Bay to Puget Sound,

you might break the trip down to the following shorter passages:

- 1) San Francisco to Fort Bragg (Noyo River), 140 miles.
- 2) Fort Bragg to Crescent City, 170 miles.
- 3) Crescent City to Coos Bay (Charleston), Oregon, 120 miles.
- 4) Coos Bay to Newport, Oregon, 85 miles.
- 5) Newport, Oregon to Westport (Grays Harbor), Washington, 160 miles.
- 6) Westport to Port Angeles, Washington, 180 miles.

When coming southbound, make the same passages in the reverse order.

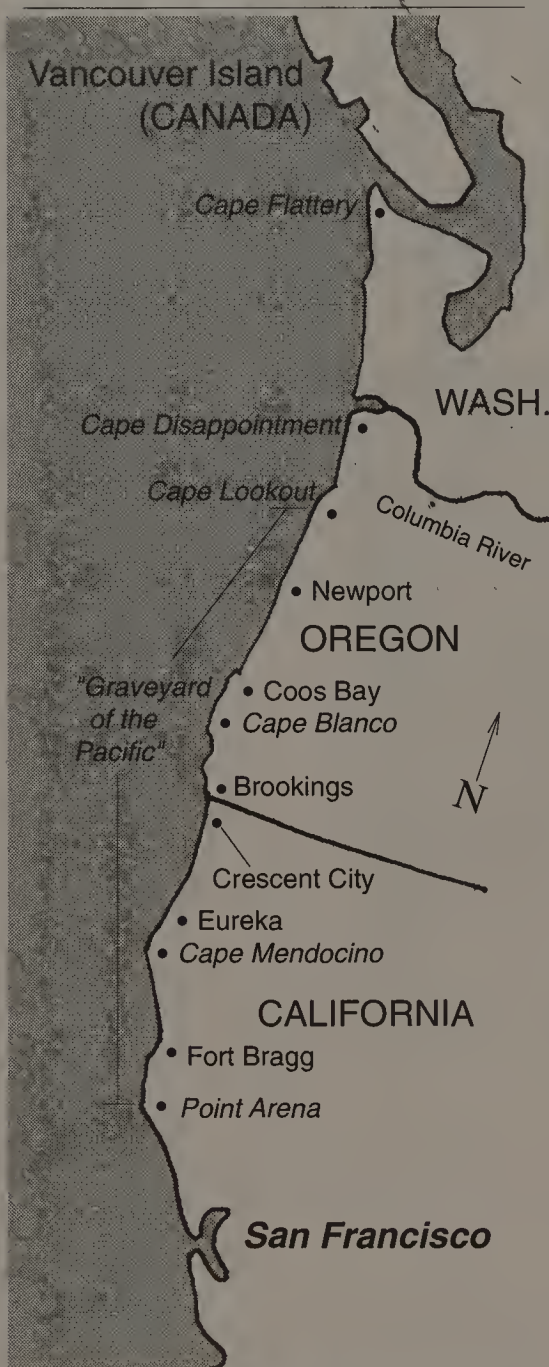
If you can average 5.5 knots, you should be able to do each of these legs in 36 hours or less — the typical 'window' before the next storm rolls through. (During winter, the next storm may move onshore in only 18 hours.) Since the low can be expected to last 24 to 36 hours before clearing, you'll have plenty of time to fuel up, shower, eat and rest before the next leg. To accommodate the 9 to 12 days of powering interspersed with 'lay days,' you will need three to four weeks to complete this passage. And don't plan on actually sailing much. When heading

Don't believe the NOAA forecasts if they predict 'fair and calm' after two days of fair and calm.

north, you're mostly going to be motoring (or motorsailing) into northwesterlies, which blow in with the fair weather. On the other hand, if a southwesterly is forecast to be less than 20 knots, put up

GRAVEYARD SHIFT —

some sails and use the wind. Southbounders should also expect to do lots of motoring.



Plan on leaving each harbor when the clear weather arrives following a low. If you leave at sunrise, you will make the

faster than you could motor. Remember, the goal is to reach the next port before nightfall — and before the next low pressure cell sets onshore.

Occasionally, you may see three or four straight days of clear weather — but don't count on it. And don't believe the NOAA weather forecasts if they predict 'fair and calm' after two days of fair and calm. The best 'guarantee' of good weather? Right after the passage of a particularly nasty low pressure cell. These are usually followed by 36 to 48 hours of fair weather with light northerlies. The key word here is "usually".

If you decide to continue on beyond the second day of fair weather, do so only after making a pit stop to top off your diesel. Try to have a 48-hour supply of fuel aboard at the start of each leg. If your boat doesn't have that much capacity, you should add additional tanks, portable or otherwise, before you go.

In any case, you should plan on getting caught out at least once. So make sure all your safety gear, radios and so on are in order. And if a southerly gale shows up despite a contrary forecast from NOAA, don't hesitate to run downwind to the north until you fetch one of the harbors of refuge mentioned above.

Naturally, the harbor-hopping option described above means an inshore passage. Some cruisers opt for the offshore option, usually based on the premise that if the wind is blustery near shore, it won't be so bad 50 or more miles offshore. I nonetheless continue to recommend the inshore harbor-hopping route that I have used most successfully over the last nine years. Although the gusts over the bluffs at Cape Blanco and Cape Mendocino may indeed reach 70 knots, the steady winds near shore are more likely 45 knots — while the steady winds 60 miles out may be as much as 60 knots, as described above for August 6, 1998. My view agrees with that of local commercial fishermen at Eureka, who suggest staying inshore

What an exciting start to our 11th year of sail-training expeditions — a passage down 'The Graveyard of the North Pacific' (Washington and Oregon Coast) in late March! People thought we were crazy to propose this passage so early in the season, but we wanted to get through Panama and the Caribbean before the July 1 start of hurricane season.

Amanda and I arrived in Victoria on March 15, in plenty of time to unpack, store, organize and rest up before crew arrived on March 20. We enjoyed being moored in front of the Empress Hotel in Victoria's Inner Harbor, taking long swims in the pool at the Y and dinner at a different sushi restaurant each night, our personal treats.

Before we knew it, Monday noon had arrived and the crew were on the dock, keen for adventure! The first day of expeditions is always similar — crew arrive at noon and we spend the afternoon going through safety orientation, have dinner ashore together, and then prepare for an

to bring the right ones. My favorite for this passage is the latest edition of *Charlie's Charts of the U.S. Pacific Coast*, by Charles and Mango Wood. *Charlie's* shows the entrance to each harbor and temporary anchorage along the coast from San Diego to Seattle. Another good reference is *Northwest Marine Weather* by Jeff Renner, which explains how the storm patterns work north of the Columbia River, and on into British Columbia and Southeast Alaska. The book is a little sparse about weather on the Siskiyou-Mendocino coast, though.

What to do if you don't have three to four weeks to devote to bringing your vessel to the Pacific Northwest cruising grounds or down the coast to California? You have two choices: Either have it trucked or hire a delivery skipper. If you're on a tight schedule, it's often cheaper and less stressful to pay to have it delivered than to take time off from work and away from your family to do it yourself.

Another scheduling possibility is to do one or more of the 200-mile passages and then leave the boat temporarily while you return home to work and/or wait for better weather. It's not the most efficient way of doing it, but you'll get to where you're going eventually.

— captain alan ross hugenot
Alan@captainhugenot.com

When southerly gales blow, the Coast Guard closes the Brookings and Eureka bar entrances.

next port of refuge before sunset the following day, having spent just one night at sea. This also means you'll make your port arrivals during the day. Plan to motor the entire way unless you get a westerly that allows you to reach along the coast

— no more than five miles off Cape Mendocino — and harbor-hopping along the coast. They don't advise going offshore and trying to do it all in one passage. Neither does *Charlie's Charts*.

Speaking reference materials, be sure

SAILING NORTH FROM SAN FRANCISCO

SOUTHBOUND ON MAHINA TIARE

early start. For this leg, a call to our weather router, David Burch of Starpath School of Navigation (www.starpath.com) and to the National Weather Service Forecast Office in Seattle were important.

Both said leave ASAP, go as quickly as possible to take advantage of a small break in the southerly gales that had been smashing the Washington coast. The tides were perfect! With a 0530 departure we had a 2-knot ebb helping us all the way to Tatoosh Island at the western entrance of the Straits of Juan de Fuca. The forecast 10-20 knot westerly never showed up. Instead, we motorsailed in light easterly following winds.

Within a couple of hours of rounding Tatoosh Island and setting a course south, the wind swung around to the SE at 15-20 knots, and we spent the night motorsailing, dodging a steady stream of freighters and trying to get south as fast as possible. The winds were generally less than 20 knots, and swells and seas fairly confused.

At 0630 the next morning, Rose said she was experiencing a lot of weather helm and a quick look at the instruments revealed that the forecasted switch from south to southwest winds had occurred! We quickly unrolled the headsail, secured the engine and started a great sail! The winds continued to clock until they were occasionally hitting the low 30s out of the WNW. We could have reefed, but the crew were enjoying pushing hard, getting some surfing action on the big swells.

By the afternoon of March 23, the wind is blowing over 30 with gusts to 45, the seas were 10 to 12 feet and we were down to a double-reefed main (with heavy preventer) and 80% jib. The boat was rocketing along like crazy at 8.5 to more than 11 knots! It took total concentration on the helm as sometimes when we were surfing down the big waves a larger swell knocked us on the starboard stern quarter. I mentioned that we could gybe the main over and broad reach off away from the coast, but the crew — Rose Loper,

Dave Allegre, Cathy Siegsimund, Rod Mercer, Phil Holland and Ginny Harvey — were doing a good job, rarely gybing. This excellent following wind was forecast to taper off at midnight and become light and variable in the morning, so we wanted to cover as many miles as we can.

The following day, the sun was out, and conditions were mellow enough to cover several teaching topics like first aid at sea and watermakers — and to take our first showers of the trip. Boy, did that make us all happy campers! Everyone was over seasickness even though the seas were still large.

And so it went the whole trip. We were lucky enough to stay ahead of the forecast strong southerlies, and enjoyed consistent strong winds most of the rest of the trip. We passed under the Golden Gate Bridge at 1730 on March 25, exactly 4 days, 12 hours after leaving Victoria — our fastest passage ever to San Francisco!

— john neal

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HENRI  LLOYD

THE RACING

With reports this month on the lightly-attended Commodores Challenge; a newcomer takes the Congressional Cup; the SBRA/RYC season opener; the annual J/Fest Regatta; a pleasant Lightship Race; Team Madrigali wins the Soling Worlds; the first InterClub Regatta; the Camellia Cup kicks off the lake circuit season; the inaugural Angel Island Cup; the return of 'box scores'; and the usual rambling gossip and leftovers at the end we call 'race notes'.

Commodores Challenge

Encinal YC both hosted and won the eighth annual Commodores Challenge on April 8. EYC Commodore Bill Stephens, a retired biochemist and former owner of the now-departed Valiant 40 *Grey Eagle* (lost on the way back from last year's Coastal Cup), took both races with the Santana 35 *Bluefin*. Stephens and his EYC crew (boatowner Mark Sloane, tactician Chris Corlett, Mike Buchanan, Les Raos, Elena Graham, Bill Colombo and Connie Pelletier) easily defeated a small field of other current PICYA commodores.

Unfortunately, only three other clubs chose to participate in this low-key regatta this year — over a 50% decline from last year. Conflicts with two ocean races,

Mayne, Sequoia YC, 8. (4 boats)

Congressional Cup

What do you do for an encore after Russell Coutts lets you steer — and win — the last race of the America's Cup at the tender age of 26? Young Kiwi phenomenon Dean Barker has since hit the international match race circuit with a vengeance, taking third in the Steinlager/Line 7 Cup at Auckland and then second in the Australia Cup at Perth. In mid-April, Barker started Long Beach YC's 36th Congressional Cup off a bit sluggishly, going 6-5 in the early matches before catching fire. He then posted 11 straight wins to claim overall honors and \$5,972 of the \$25,000 purse.



COURTESY ENCINAL YC

the Olympic Trials and other events may have been to blame. "We also didn't do a very good job of promoting the Commodores Challenge this year," admitted an EYC member who preferred to remain anonymous.

1) *Bluefin*, Santana 35, Bill Stephens, EYC, 2 points; 2) *Razzberries*, Olson 34, Pat Zajac, RYC, 4; 3) *Northern Lights*, Santana 35, Bob Mason, South Beach YC, 6; 4) *Thunder*, Wylie 34, Larry

Encinal YC Commodore Bill Stephens (center) surrounded by his winning crew.

Barker and his *Team NZ* crew (Hamish Pepper, James Dagg, Tony Rae, Chris Ward and Dean Phipps) ended the round robin portion of the Catalina 37 match racing event with a 13-5 record. The young Kiwi team's only losses came at the hands of #2 ranked Bertrand Pacé, defending Congo Cup champ Peter Holmberg, LBYC

homeboy Scott Dickson and twice to 20-year-old Aussie skipper James Spithill. Barker then proceeded to steam-roll Sebastien Destremau 2-0 in the semifinals, and then dispatched the current #1 ranked match racer in the world, Sten Mohr of Denmark, 2-0 in the finals.

The Congo Cup will be the subject of a 30-minute ESPN2 show on Sunday, May 14 (check local listings for time). The next stop on the pro match racing circuit is the ACI Cup/ISAF World Match Racing Championship in Croatia on May 22-30. Most of the same teams will be there, and Barker seems poised to 'bite' again.

ROUND ROBIN — 1) Dean Barker, NZ, 13-5 (\$5,962); 2) Bertrand Pacé, France, 13-5 (\$2,982); 3) Sebastien Destremau, Australia, 10-8 (\$2,620); 4) Sten Mohr, Denmark, 10-8 (\$3,582); 5) Peter Holmberg, USVI, 10-8 (\$2,382); 6) Markus Wieser, Germany, 9-9 (\$2,087); 7) James Spithill, Australia, 9-9 (\$1,790); 8) Luc Pillot, France, 7-11 (\$1,430); 9) Scott Dickson, USA, 6-12 (\$1,195); 10) Damien Iehl, France, 3-15 (\$957).

SEMIFINALS — Mohr d. Pacé, 2-0; Barker d.



Bow to bow at the Congressional Cup. Inset, overall winner and Kiwi America's Cup heir apparent Dean Barker.

Destremau, 2-0.

FINALS — Barker d. Mohr, 2-0.

THIRD PLACE — Pacé d. Destremau, 2-0.

SBRA/RYC Season Opener

The small boat season got off to a fine start on April 1-2, with 115 competitors spread out in Richmond YC's parking lot and over two race courses. Joining our local dinghy contingent, and adding a 'big time' vibe to the annual event, were numerous Finn, Laser and Europe campaigners from around the country, all eager to get more practice on the Circle before the U.S. Olympic Sailing Trials commenced the following week.

Principal race officers Bruce Arnold (Southampton course) and Bart Harris (Keller Cove) had to deal with light offshore winds and strong currents, a combination that led to numerous general recalls and minor fender-benders at mark

roundings. Another issue was the coach boats that followed the Olympic hopefuls, none of whom were shy about coaching their minions during the race. "Given the circumstances, we decided to let them get away with it," explained Arnold.

FINN — 1) Eric Oetgen, 8 points; 2) Darrell Peck, 16; 3) Mike Deyett, 21; 4) Russ Silvestri, 23; 5) Geoff Ewenson, 25; 6) Mo Hart, 27; 7) Kim Zetterburg, 27. (17 boats)

LASER — 1) Charles Meade, 9 points; 2) Andy Lovell, 11; 3) John Torgerson, 14; 4) Benjamin Richardson, 21; 5) Matt McQueen, 23; 6) Will Glenn, 29; 7) Brett Davis, 35; 8) Tracy Usher, 38. (21 boats)

EUROPE — 1) Hannah Swett, 28 points; 2) Lynn Olinger, 34; 3) Sam Barnes, 34; 4) Meg Gaillard, 40; 5) Jaime Mack, 40; 6) Amanda Clark, 42. (18 boats)

INTERNATIONAL CANOE — 1) Anders Peterson, 4 points; 2) Del Olsen, 13. (5 boats)

BYTE — 1) Gene Harris, 12 points; 2) Michele Logan, 12; 3) Terry White, 21; 4) Gail Yando, 22. (10 boats)

EL TORO, SR. — 1) Tom Burden, 8 points; 2) Gordy Nash, 8; 3) Nick Nash, 16; 4) John Amen, 19; 5) Hank Jotz, 23. (15 boats)

EL TORO, JR. — 1) Brooks Reed, 14 points; 2)

Travis Kool, 21; 3) Brendan Daly, 29; 4) Ben Amen, 39; 5) Seana Burden, 39. (15 boats)

SUNFISH — 1) Byron Jonk, 9 points; 2) Bob Cronin, 10. (4 boats)

DeWITT DINGHY — 1) Dave Vickland, 6 points; 2) Alice Martin, 20; 3) Richard Hird, 21; 4) Irwin Layne, 24. (9 boats)

J/Fest Regatta

The annual J/Fest Regatta switched venues this year, with Encinal YC replacing St. Francis YC as the event host. As usual, local J/Boat dealers Sail California organized this 'gathering of the clan' and Svendsen's Boat Works was the primary sponsor. The four-race, no throwout regatta took place in the vicinity of the Berkeley Pier on April 15-16, with 52 J/Boats in attendance.

Matt Jones and Mike Rettie handled the race management, which was virtually flawless. "After some of our debacles last year, we needed to step up our on-the-water performance, and I think we did," said EYC member and event planner Chris Corlett. All courses were windward/leewards with port roundings, featuring an offset mark at the top mark and leeward gates. With short 1-mile legs and no real room to stretch out, the mark roundings — particularly in the 25-boat J/105 fleet — were inevitably crowded, and occasionally downright scary. Several people fell overboard during the weekend, a pair of J/105s hooked rigs at a leeward mark, some stanchions were bent, some kites were ripped, and some fiberglass crunched — all in all, a great time.

Easily rising above the large J/105 contingent was Chris Perkins and his *Good Timin'* crew of boat partner Dave Wilson, John Collins, Daren Ward, and Scott 'Gramps' McClenahan. They put together a 1,1,1,6 record to dominate the series. *Good Timin'* would have probably quadruple-bulleted the weekend, but someone inadvertently dropped their main halyard (instead of the kite halyard) at the only leeward mark rounding in the last race. They turned upwind and parked, only to get rammed from behind by the next 105 around the mark. Despite the ugly ending to their weekend, the *Good Timin'* gang left no doubt who's now in charge of the huge local J/105 fleet. "Looks like there's a new sheriff in town," claimed *Sails Call* crew Larry Swift.

Leigh Brite's J/40 *China Cloud* went 4,1,1,1 for the weekend to top the small PHRF division, while Hans Bigall and his

COURTESY LB/YC/CONGRESSIONAL CUP



5150 cronies rattled off four straight bullets in the even smaller J/29 fleet. Tiburon pizza magnate Melissa Purdy posted a 2,2,1,3 record to beat the relatively large 16-boat J/24 class with her *Small Flying Patio Furniture*. Along with her J/Fest trophy, Purdy earned (and accepted) a spot at the J/24 Worlds, scheduled to occur in Newport, RI, in late September.

The Saturday night shoreside activities at EYC included two kegs of beer and a free mixed grill barbecue, all courtesy

of Doyle, North and Quantum sailmakers. Lots of hats, shirts and bags were raffled off, with almost everyone taking something home. "We were a little disappointed that some of the boats sailed home on Saturday, rather than do the optional pursuit race up the Estuary to our party," said Corlett. "Next year, we'll probably finish the second race at the clubhouse so everyone comes in and socializes — which we think is the fun part of this regatta!"

PHRF — 1) **China Cloud**, J/40, Leigh Brite/Cliff Wilson, 7 points; 2) **Mr. Magoo**, J/120, Steve Madeira, 9; 3) **Dayenu**, J/120, Doug Slakey, 10. (6 boats)
J/105 — 1) **Good Timin'**, Chris Perkins/Phil Perkins/Dave Wilson, 9 points; 2) **Jose Cuervo**, Sam Hock, 19; 3) **Juxtapose**, Dick Watts/Tom Thayer, 24; 4) **Diamante**, Danny Shea, 26; 5) **Sails Call**, Ian Charles, 26; 6) **We Be Jammin' 2**, Mr. Zakin, 26; 7) **Advantage**, Pat Benedict, 32; 8) **Hoku'lele**, Rob Cooper, 34; 9) **Joust**, Alan Kelly, 38; 10) **Arbitrage**, Bruce Stone, 42; 11) **Walloping Swede**, Tom Kassberg, 42; 12) **Bella Rosa**, Dave Tambellini, 46; 13) **Jitterbug**, Chuck Eaton, 50. (25 boats)



J/Fest sampler, clockwise from top left: A typically crowded J/105 mark rounding; the J/120 'Jollymon'; the J/24s were a 'purdy' sight; the J/120 'Dayenu'; 'Good Timin' (#35) nailed the starts and generally extended to win the 105 races; 'Sails Call' catches a puff. All photos 'latitude'/jr.

J/29 — 1) 5150, Hans Bigall, 4 points; 2) Wave Dancer, Richard Leevey, 10. (5 boats)

J/24 — 1) Small Flying Patio Furniture, Melissa Purdy, 8 points; 2) Cool Breeze, Doug Nugent, 12; 3) Rail to Rail, Rich Jepsen, 15; 4) #4557, Reid McLaughlin, 15; 5) Boudicca, Paul Bogataj, 19; 6) Downtown Uproar, Wayne Clough, 22; 7) Nixon Was Cool, Nadine Franczyk, 26; 8) J Without a Match, Curtis Press, 29. (16

boats)

Lightship Race

"If all ocean races were this pleasant, the OYRA starting lines would be crowded again," claimed Pat Benedict, skipper of the J/105 *Advantage*³. We'd probably all stop doing buoy races!"

"This year's Lightship Race, hosted by Alameda YC instead of St. Francis due to the latter's Olympic Trials commitment, was sailed in perfect conditions — other than the lack of sunlight. About 110 boats sailed the 25-mile lap to the Lightship and back, a challenging course given the numerous subtle windshifts and changing currents. The 18-boat J/105 fleet, which counted this race in their season championship for the first time, enjoyed the tight-

THE RACING

est competition. "It was like an extended Cityfront race, but without the Cityfront!" enthused Pat.

Most boats favored the north side of the channel on the way out, all looking for the reliable righty — which didn't really fill in until most of the fleet was around the buoy. The half dozen leaders in the 105 fleet kept nibbling north, waiting in vain for a significant shift — which *Advantage*³ found briefly, just long enough to slingshot into the lead as the fleet closed in on the Lightship. Benedict held off a late charge by *Good Timin'* and *Sails Call*, to finish first by 3 seconds and 19 seconds, respectively.

First to finish the relatively quick race was Dale William's Farr ILC 46 *Wasabi*, crossing the line after 3 hours, 14 minutes. *Wasabi* sailed a good race, beating their arch-rival *Bullseye* boat-for-boat, but fell to 11th in class on corrected time. *Eclipse*, Mark Dowdy's well-sailed Express 37, ended up winning the 22-boat PHRO-1 class.

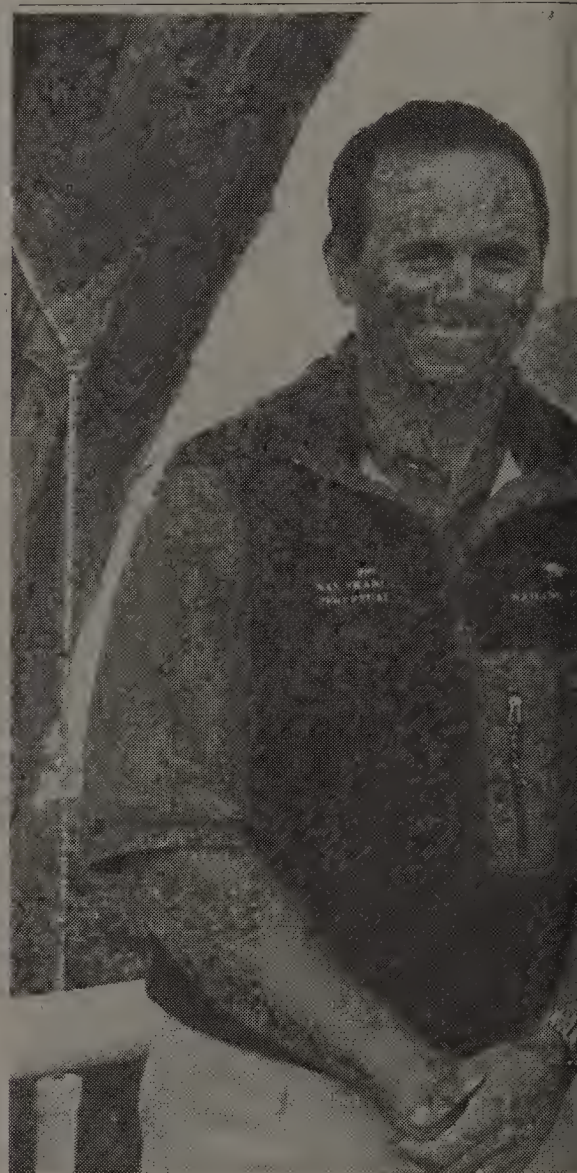
A veteran woodie, Steve Lewis' S&S 33 *Spirit*, used its 174 rating to good advantage to win PHRO-2, as well as overall. We never did catch up with Lewis, a Fresno geologist, to learn where the 'golden path' was that day. Nick Gibbens'

committee on their VHF before the race started and were not scored. "This happens every year — when will people learn?" commented YRA secretary Lynda Myers. The OYRA season continues on April 29 with the 'Duxship' Race, followed by the popular Farallones Race on May 13.

PHRO 1 — 1) *Eclipse*, Express 37, Mark Dowdy; 2) *Jarlen*, J/35, Bob Bloom; 3) *Mr. Magoo*, J/120, Steve Madeira; 4) *Basic Instinct*, Elliott 1050, Jan Borjeson; 5) *China Cloud*, J/40, Leigh Brite/Cliff Wilson; 6) *Sundog*, Bianca 414, Bill Wright; 7) *AFM*, Hobie 33, Oliver Coolidge; 8) *Cha-Ching*, BH-41, Scooter Simmons; 9) *Enchante*, Beneteau 42, Jacoby/Barton; 10) *Kiri*, J/35, Bob George. (28 boats)

PHRO 2 — 1) *Spirit*, S&S 33, Steve Lewis; 2) *Wide Load*, Santana 35, Bruce Wilcox; 3) *Two Scoops*, Express 34, Tom Goodwin/Chris Longaker; 4) *Petard*, Farr 36, Keith Buck; 5) *Nighthawk*, Contessa 33, Pieter DeVries; 6) *Ozone*, Olson 34, Carl Bauer; 7) *Tonto*, Ranger 32, Tor Curran/Ed Homer; 8) *Love Shack*, Olson 30, John Scarborough; 9) *Dance Away*, Santana 35, Doug Storkovich; 10) *Chorus*, Kettenburg 38, Peter English. (21 boats)

J/105 — 1) *Advantage*³, Pat Benedict; 2) *Good Timin'*, Perkins/Wilson; 3) *Sails Call*, Ian Charles; 4) *Walloping Swede*, Tom Kassberg; 5) *Juxtapose*, Watts/Thayer; 6) *Diamante*, Danny



E. *Coyote*, Express 27, Dan Pruzan; 6) *Family Hour*, Olson 30, The Bilafers; 7) *E-Type*, Express 27, Ben Landon. (15 boats)

MORA 2 — 1) *Shanti*, Olson 911-S, Dave Fain; 2) *Enigma*, Capo 30 mod., Bob Hultman; 3) *Jeannette*, Tartan Ten, Henry King; 4) *Sorcerer*, C&C 30, Greg Cody; 5) *Jane Doe*, Olson 911-SE, Bob Izmarian. (12 boats)

CATALINA 30 — 1) *Trey Shay*, John Jacobs; 2) *Goose*, Mike Kastrop. (4 boats)

J/29 — 1) *Team Tahoe*, Richard Stout. (1 boat)

CAL 29 — 1) *Serendipity*, Tom Bruce; 2) *Champagne*, Charles Barthrop. (4 boats)

OLSON 25 — 1) *Baleineau*, Charlie Brochard. (3 boats)

MULTIHULL — 1) *Defiance*, Cross 46, Ropers/Caldwell. (1 boat)

SHS — 1) *Saltshaker*, Peterson 39, Greg Nelson. (2 boats)

Soling Worlds

Jeff Madrigali and his Soling team of Hartwell Jordan (middle) and Craig Healy (bow) are hitting their stride at the right time, winning the 2000 Soling Fleet World Championship in Murcia, Spain, last month over a 45-boat international fleet. Outfitted with a brand new Abbott boat, the Bay Area team took the windy 8-race series with room to spare over Sergei Pichugin (Ukraine) and Hans Wallen (Swe-

Express 27 *Shenanigans*, won MORA-1 and posted the second best best overall corrected time for the day. "We had a nice sail, just concentrating on our peer group. We had no idea how we were doing overall," said crew Eric Baumhoff. Also on board *Shenanigans* was new co-owner Bill Moore (former owner of the Soverel 33 *Mischief*) and tactician Dee Smith.

Four boats neglected to call the race

The 18-boat J/105 fleet was the largest one design contingent ever in the Lightship Race. From left, 'Wallop Swede', 'Juxtapose', 'Diamante'.

Shea; 7) *Tiburón*, Steve Stroub; 8) *Hoku'lele*, Rob Cooper; 9) *Jose Cuervo*, Sam Hock; 10) *Irrational Again*, Jaren Leet. (18 boats)

MORA 1 — 1) *Shenanigans*, Express 27, Nick Gibbens; 2) *Run Wild*, Olson 30, Dale Irving; 3) *Swamp Donkey*, Express 27, Doug Robbins; 4) *To Infinity & Beyond*, Express 27, Fred Voss; 5) *Wile*

LATITUDE/ROB



LATITUDE/ROB

Best in the world — 2000 Soling World Champions (from left) Hartwell Jordan, Jeff Madrigali (holding the silver perpetual) and Craig Healy.

den). The ninth and final race was called off due to 40-knot winds, fortunately while our Bay Area trio was on top of the pack.

Madro put together a brilliant 4, 1, 4, 4, 11, (15), 6, 1 series against the tough fleet, which included Americans Ed Baird (9th) and Andy Horton (16th). "It was a really physically regatta," noted Madrigali. "It blew between 20-30, and we were hiking hard the whole time."

The Worlds victory came on the heels of a seventh place finish earlier in the month at the Soling Worlds Match Racing Championship, where the team sailed well but failed to advance past the quarter finals. "We've also been second in three large international events in the last few years," said Hartwell. "So much of how you compete at this level is mental — it's all about how well you deal with pressure. We decided to take the Fleet Worlds one day at a time, to work really hard and see if we could win it."

Their victory bodes well for the team as the U.S. Olympic Trials approach in

June. "This was a good confidence builder, and an indication of what we're capable of," claimed Madrigali, who has been campaigning Solings on and off since 1983. "But you still have to win the Trials to get to the Olympics, and the competition for the gold in Sydney will be even fiercer than at Savannah."

The next six weeks before the Trials will be hectic ones for the team, who will sail their other boat in the U.S. Nationals and a U.S. Olympic Trials Qualifier in Punta Gorda, Florida, in early May. Just prior to the actual Trials (June 1-11), the trio will train in their varsity boat against several international Soling teams out of the Treasure Island Sailing Center. "It's going to be pretty intense," said Madro. "We've just got to stay focused, and keep the momentum going."

1) Jeff Madrigali, USA, 52.7 points; 2) Sergei Pichugin, UKR, 57.7; 3) Hans Wallen, SWE, 65.4; 4) Andy Beadsworth, GBR, 70.7; 5) Jochen Schumann, GER, 76.4; 6) G. Shalduko, RUS, 90.4; 7) Jesper Bank, DEN, 93.4; 8) J. Makila, FIN, 97.7; 9) Ed Baird, USA, 106; 10) M. Chelon, ITA, 117. (45 boats)

InterClub Series

With the weather man promising a

miserable day, only 28 out of 40 registered boats showed up for the first race of this year's InterClub Series, a monthly contest which goes on all summer among a half dozen Estuary yacht clubs. The no-shows missed a perfect sailing day. Winds were about 15 from the west, the promised rain never materialized, and a whale swam through the multihull fleet for entertainment!

All fleets started at YRA mark #10. The monohull and spinnaker multihulls beat to Alcatraz, then to YRA #8, the Bay Bridge, with the finish just north of TI's Clipper Cove. The non-spinnaker multihulls got a course to Blossom, then to Southampton (they love to reach!), Bay Bridge and finish. Reporting would be incomplete without mentioning that a 'twice around' flag can be interpreted several ways, and all ways were interpreted. Confusion was bad enough that the spinnaker multihulls will resail this race in October.

Racing monohulls and multihulls in the same series presents some interesting problems for the race committee. Multihulls are very fast (except for cruising cats), love reaches, don't care which way they round a mark, and are not insistent on a windward finish. Creating courses that keep boats out of each other's way and finishing in the same direction is a challenge.

— george gurrola

FLEET A (multihull w/spinnaker) — 1) **Pterodama**, F-24, Peter Harshaw, BAMA; 2) **Mind Bender**, F-25, Christopher Sund, BAMA; 3) **Sea Bird**, F-27, Rich Holden, OYC. (8 boats)

FLEET B (multihull, non-spinnaker) — 1) **Donnybrook**, F-28R, John Brady, NoYC; 2) **Airedy There**, F-27, James Brown, OYC. (5 boats)

FLEET C (cruising cats) — 1) **Sapphire**, Genesis, Chris Noe, OYC. (1 boat)

FLEET D (0-168) — 1) **Mistral**, Conquiline 38, Robert Becker, OYC; 2) **Double Agent**, Merit 25, Robin Ollivier, OYC. (4 boats)

FLEET E (169-up) — 1) **Annie**, Cal 29, Steve Zevanove, OYC; 2) **Lelo Too**, Tartan 30, Emille Carles, OYC. (6 boats)

FLEET F (non-spinnaker) — 1) **Star Fire**, Catalina 34, Bob Engelhart, OYC; 2) **Mountain Cabin**, Columbia 30, Dan Phipps, AYC. (6 boats)

Camellia Cup

The Northern California lake circuit kicked off on April 8-9 with Folsom Lake YC's 34th annual Camellia Cup. A total of 89 boats — a nice increase over past years — descended on Folsom Lake for the competitive two-day, five-race, one throwout series. Conditions were just about perfect, with winds varying between 6 and 12 knots under blue skies and temperatures in the low 70s.

THE RACING

Len Flock, of the Santa Cruz YC, won the big prize — the Camellia Cup — in his Day Sailer. Chris Winnard, sailing for the Wembley SC of London, won the C&T Sailboats Keelboat Perpetual Trophy for taking top honors among the 14-boat Santana 20 class, the largest and toughest class in the regatta. Other notable finishes were notched by Craig Lee, who straight-bulleted the 11-boat Banshee fleet, and Mark Littlefield, who won the first one design gathering of Santana 23s (the early '80s daggerboard models) on the Lake.

The Camellia Cup also served as the Catalina 22 Western Regional Championship, with Terry Cobb taking the gold in the 10-boat fleet. Tom Page, outgoing Region 10 commodore, described the racing as fierce: "It was a great example of what one design racing should be all about. Not a single mark rounding went uncontested."

BANSHEE — 1) Craig Lee, 4 points; 2) Bob Backer, 9; 3) Mark Dawson, 15; 4) Keith Steele, 16 points (11 boats)

BLUE KEEL — 1) Stuart Wakeman, Harbor 20, 5 points; 2) Wade Behling, Capri 22, 10; 3) Doug Lent, Capri 22, 12 points (7 boats)

CATALINA 22 (Western Regionals) — 1) Terry Cobb, 5 points; 2) Bob Baker, 8; 3) Tom Page, 12; 4) Roger Shaw, 16. (11 boats)

CRUISER KEEL — 1) Carl DeWing, C-250, 5 points; 2) Scott Hefty, C-25, 6; 3) Norm Marschall, C-25, 10; 4) Bill Barineau, C-25, 17. (11 boats)

MULTIHULL — 1) Kit Wiegman, Hobie 20, 5 points; 2) Dave Austin, Inter 20, 8; 3) Kari Engellener, Hobie 18, 9. (7 boats)

OPEN CENTERBOARD — 1) Len Flock, Day



SANTANA 23 — 1) Mark Littlefield, 4 points; 2) Dave Strain, 8; 3) Peggy Newell, 13. (5 boats)

Angel Island Cup

Mother Nature played a cruel April Fool's joke on the first annual Angel Island Cup, hosted by Corinthian YC on the mostly windless day of April

1. Just five boats out of 44 starters managed to finish the race, a long 13-mile jaunt from the Little Harding starting line to Yellow Bluff, around Angel Island to starboard, back to Yellow Bluff, Knox and finish in front of the clubhouse. The smaller boats cut off the last leg up to Yellow Bluff, enabling a few to finish be-

Banshees (above) and Santana 20s stole the show at this year's Camellia Cup. At left, Tuna 20 winners Chris Winnard (on right) with his 'Disaster Area' crew.

fore the time limit. "It was an overly ambitious course," admitted regatta chair Mark Thompson, "but the forecast called for 25 knots of wind."

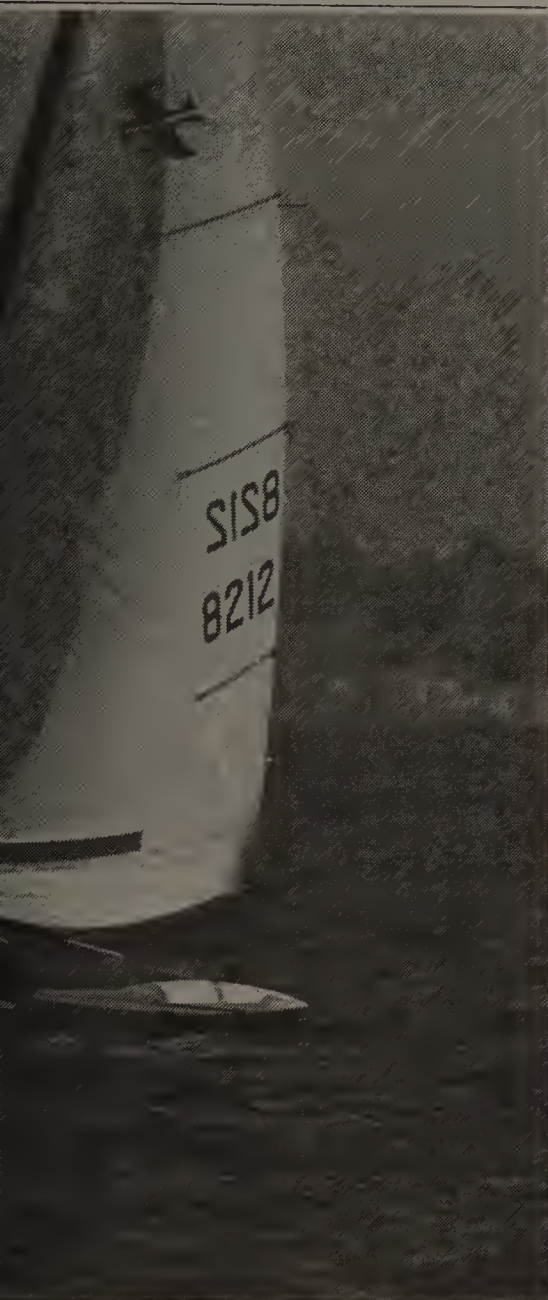
The new event, co-hosted by St. Francis YC and San Francisco YC, benefitted the Angel Island Immigration center — a site deemed one of America's 11 most endangered historical landmarks. Save America's Treasures, an organization which identifies and restores such cultural sites, has pledged \$100,000 over five years to support the Angel Island Regatta. Exactly how the regatta helps preserve the immigration center escapes us, but presumably some part of this seed money — as well as most of the hefty \$65 regatta entry fee — goes to the cause.

Sceptre, Bob Musor and Joan Garrett's blue J/130, was the only finisher on the 'big' course. In doing so, they dodged a

Saller, 4 points; 2) Ron Smith, Thistle, 9; 3) Dale Hinman, Thistle, 11; 4) Brian Bauman, Thistle, 16. (13 boats)

RED KEEL — 1) John Hartman, Viper 640, 5 points; 2) Joel Verutti, Moore 24, 10; 3) Lisa Sanchez-Pescador, Viper 640, 13. (9 boats)

SANTANA 20 — 1) Chris Winnard, 7 points; 2) Charlie Hess, 8; 3) Lance Purdy, 10; 4) Ken Cardwell, 11 points. (14 boats)



SPREAD, RANDY ALLEN; INSET, JOHN POIMIROO

bullet on the starting line — a J/33's protest against them for an alleged foul was denied on a technicality (for the record, a red duffel bag hung on the backstay is not considered a protest flag!). *Sceptre* and three other class winners will be the first names engraved on the base of a beautiful \$40,000 blue glass sculpted trophy, donated by renowned artist Dale Chihuly. Check this cool new perpetual trophy out at the Angel Island Visitor's Center, which is where it will reside once it's properly insured.

MULTIHULL — no finishers. (1 boat)
 PHRF I — 1) *Sceptre*, J/130, Joan Garrett. (15 boats)
 PHRF II — no finishers. (10 boats)
 NON-SPINNAKER I — 1) *Smogon III*, Custom 36, Julie LeVicki. (7 boats)
 NON-SPINNAKER II — 1) *Spindrifter*, Tartan 30, Paul Skabo. (7 boats)
 SHORTHANDED — 1) *Pura Vida*, Ranger 23-T, Tom Warren; 2) *Sharona*, Freedom 36, John Bundschuh. (4 boats)

Box Scores

They're baaack! Winter is over, the racing pace is quickening, and once again we're reverting to running 'box scores' instead of longer race reports on all regattas. Here's this month's quota:

COLLEGIATE REGATTA (StFYC/Stanford: 4/8-9):

1) USC, 89 points; 2) Stanford #1, 94; 3) Stanford #2, 155; 4) UC Santa Barbara, 182; 5) Hawaii, 186; 6) Berkeley, 218; 7) Hawaii, 228; 8) UCLA, 233; 9) UC Santa Barbara, 243; 10) College of Marin, 280; 11) Washington, 295; 12) USC, 319; 13) Cal Maritime, 320; 14) Western Washington, 324; 15) Santa Cruz, 339; 16) Berkeley Women, 352; 17) UC Irvine, 384; 18) Oregon, 441; 19) Cal Poly SLO, 472; 20) UCLA Women, 501; 21) UC San Diego, 506; 22) San Jose State, 533; 23) Pepperdine, 633. (23 teams; 13 races)

Winning crew (USC Trojans) — Dalton Bergan/Lucas Folletta (Division A); Daniel Meade/Colin Campbell (Division B).

COLLEGIATE RANKINGS (April):

COED — 1) St. Mary's; 2) USC; 3) Harvard; 4) Charleston; 5) Dartmouth; 6) Hobart/Wm. Smith; 7) Georgetown; 8) Old Dominion; 9) MIT; 10) Tufts; 11) Navy; 12) Hawaii; 13) Kings Point; 14) Boston College; 15) Connecticut College; 16) UC Santa Barbara; 17) Stanford; 18) Boston Univ.; 19) Coast Guard; 20) Washington. (20 teams)

WOMEN — 1) St. Mary's; 2) USC; 3) Stanford; 4) Tufts; 5) Boston Univ.; 6) Dartmouth; 7) Charleston; 8) Georgetown; 9) Old Dominion; 10) Hobart/Wm. Smith; 11) Boston College; 12) Brown; 13) Connecticut College; 14) Harvard; 15) Navy. (15 teams)

Rankings determined by *Sailing World's* panel of sailing coaches — Mitch Brindley (Old Dominion);

McCausland, 29; 6) Gavin Brady, 33; 7) Colin Beasel, 34; 8) Peter Vessella, 37; 9) Vince Brun, 37; 10) Jeremy Davidson, 55; 11) Mark Mansfield, 55; 12) Paul Cayard, 57; 13) John Virtue, 62; 14) Bill Buchan, 62; 15) Joe Londrigan, 63; 16) Will Baylis, 63; 17) Brian Ledbetter, 64; 18) Ben Mitchell, 67; 19) Kevin McNeil, 70; 20) Cuyler Morris, 71; 21) Flavio Marazzi, 78; 22) Dave Watt, 87; 23) Will Bacon, 114. (23 boats; 6 races/1 throwout)

Winning crew — Eric Doyle (San Diego)/Tom Olsen (East Dennis, MA).

US YACHT CLUB CHALLENGE (NHYC: 3/29-4/1):

OVERALL — 1) Newport Harbor YC, 13 points; 2) Cal YC, 13; 3) Annapolis YC, 19; 4) Bayview YC, 21; 5) Rochester YC, 27; 6) St. Petersburg YC, 28; 7) San Diego YC, 30; 8) Long Beach YC, 37; 9) Houston YC, 43; 10) San Francisco YC, 44. (10 teams)

CATALINA 37 (60%) — 1) Cal YC (Bob Little), 15 points; 2) Annapolis YC (Scott Nixon), 19; 3) Newport Harbor YC (John Drayton), 22.

CFJ (20%) — 1) Newport Harbor YC (Scott Hogan), 11 points; 2) San Diego (Frank Tabor), 15; 3) Cal YC (Marlin Diskant), 20.

LASER (20%) — 1) San Diego YC (Andrew Campbell), 6 points; 2) St. Petersburg YC (Michel Hall), 15; 3) Newport Harbor YC (Tyler Haskell), 19.

AHMANSON/DICKSON (NHYC: 4/15-16):

SCHOCK 35 — 1) *Wings*, Dennis & Sharon Case, 21 points; 2) *Mischief*, Carolyn Hardy, 23; 3) *Minnesota Fast*, Jim Maslon, 23; 4) *Outlier*, D. Schmidt/G. Gordon, 24; 5) *Absolute*, Ray & Susan Beckett, 33. (18 boats)

SCHOCK 30/30 — 1) *Redline*, Bob Marcus, 9 points; 2) *Joann*, Steve Murphy, 10. (6 boats)

PHRF-A — 1) *Pendragon 4*, Davidson 52, John McLaurin, 5 points. (4 boats)

PHRF-B — 1) *Persephone*, Farr 40, Jack Woodhull, 6 points. (4 boats)



LATITUDE/RICHARD

Angel Island Cup 'action' — 'FlexiFlyer', 'Mischief', and 'Alize' before the wind died entirely.

Ken Legler (Tufts); and Mike Segerblom (USC).

STAR WESTERN HEMIS (StFYC: 3/29-4/2):

1) Eric Doyle, 18 points; 2) Mark Reynolds, 22; 3) Ross McDonald, 22; 4) Ian Walker, 27; 5) John

PHRF-C — 1) *Glama*, BH-41, Seth Radow, 7 points. (8 boats)

SPRING ONE DESIGN #1 (SCYC: April 15):

SC 27 — 1) *Dynaflo*, Dini Bros., 5 points; 2) *Calo*, Andy Carson, 6; 3) *Jersey Girl*, Greg Miller, 8; 4) *Hanalei*, Rob Schuyler, 12; 5) *California Zephyr*, Peter Dalton, 15. (10 boats)

THE RACING

MOORE 24 — 1) **Ruby**, McCarthy/Manzi, 4 points; 2) **Mooregasm**, Hank Niles, 5; 3) **Quicksilver**, Darin Dillehay, 12; 4) **Ngellew Fejj**, Shana Rosenfeld, 13. (9 boats)

SANTANA 22 — 1) **Tara**, Jim Samuels, 3. (3 boats)
(3 races; 0 throwouts)

SOUTH BAY YRA #1 (CPYC: April 15):

DIV. A (spinnaker < 146) — 1) **Sundancer**, Hunter 34, Bob Carlen. (6 boats)

DIV. B (non-spinnaker < 180) — 1) **Chlquita 2.0**, Catalina 36-t, Hank Schade. (5 boats)

DIV. C (spinnaker > 147) — 1) **Ala Kazam**, Olson 25, Ralph Kirberg. (4 boats)

DIV. D (non-spinnaker > 181) — 1) **Spirit**, Cal 20, Vince Swerkes. (4 boats)

TRANS-FOLSOM (FLYC: April 15: 20.8 miles):

SANTANA 20 — 1) **Fucia Flyer**, Charlie Hess. (3 boats)

CATALINA 22 — 1) **Green Flash**, Gary Preston. (3 boats)

OPEN KEEL RED — 1) **Raysin 2**, Viper 640, Ray Sanchez. (8 boats)

OPEN KEEL BLUE — 1) **Lady Luck**, Harbor 20, Stu Wakeman. (4 boats)

CRUISER — 1) **Sea Wing**, Catalina 250, Scott Hefty. (10 boats)

OVERALL — 1) **Fusia Flyer**. (33 boats)

RESIN REGATTA (SFYC: April 22: 3 races):

ETCHELLS — 1) **Manalaga**, Peter Vessella, 6

points; 2) **Naturally Cool**, Al Ramadan, 9; 3) **Final Final**, Hank Easom, 13; 4) **#529**, unknown, 14; 5) **#946**, Craig Healy, 18; 6) **White Jacket**, John Sutak, 18; 7) **Hyper**, Tom Oller, 23. (15 boats)

IOD — 1) **#100**, Tad Lacey/Evan Dailey, 3 points; 2) **Hecate**, D. Jermaine/A. Wheeler, 9. (6 boats)

OLSON 30 — protest pending (6 boats)

ANTRIM 27 — 1) **Abracadabra II**, Dennis Surtees, 5 points; 2) **Czechmate**, Mark Hlubecek, 7. (5 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 5 points; 2) **#77539**, unknown, 8; 3) **Jaded Lover**, Richard Byrant, 10. (7 boats)

MELGES 24 — 1) **Tropical Storm**, Doug & Kerry Forster, 5 points; 2) **#35**, Tim Duffy, 9; 3) **Sea Monster**, John Oldham, 11; 4) **Twist & Shout**, Jessica Lord, 12; 5) **#397**, Jeff Littfin, 18; 6) **Crazy Ivan**, Andrew Tuthill, 20. (14 boats)

CAL 29 — 1) **Serendipity**, Tom Bruce, 4 points; 2) **Champagne**, Charles Barthrop, 5. (4 boats)

KNARR — 1) **Sophia**, Tom Reed, 6 points; 2) **Trouble**, Chris Perkins, 6; 3) **Snaps III**, Knud Wibroe, 8; 4) **Gossip**, Mark Adams/Steve Taft, 18; 5) **Lykken**, Rick Fisher, 20; 6) **Eos**, Jim Cascino, 21; 7) **Peer Gynt V**, Jim Skaar, 29; 8) **Cardinal Sagehen**, Doug Hansen, 30; 9) **Flyer**, Chris Kelly, 30; 10) **Benino**, Terry Anderlini, 30. (19 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 3 points. (3 boats)

J/24 — 1) **Air**, McLaughlin/Gregory, 5 points; 2) **Snow Job**, Brian Goepfrich, 6; 3) **Mr. Toad**, John

Hunt, 11; 4) **Cheech Wizard**, J. Barba. (10 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 6 points; 2) **Jack Be Quilck**, Peter Rasco, 6; 3) **Sollton**, Mark Lowry, 9. (7 boats)

CAL 20 — 1) **Invader**, Bryon Jonk, 6 points; 2) **Sweet Breeze**, Mary Coffey, 7. (4 boats)

Race Notes

The hoopla is starting around the **2001-2002 Volvo Round the World Race** already, with 31 teams now entered — including Team Waterfront, an all-women squad led by *EF Education* veteran Lisa Charles McDonald and Katie Pettibone. John Kostecki's *Illbruck* program has a headstart on everyone, and is generally considered the pre-race favorite. "Realistically, only 10-15 of these teams will make the starting line in 16 months," said **Mark Rudiger**, who has high hopes of being there on his own boat this time. "Our team is in the middle of some optimistic conversations with several corporations, and we have reserved slots with a designer, builder, sparmaker and a meteorologist. Plan A is to have our own program funded and underway by this

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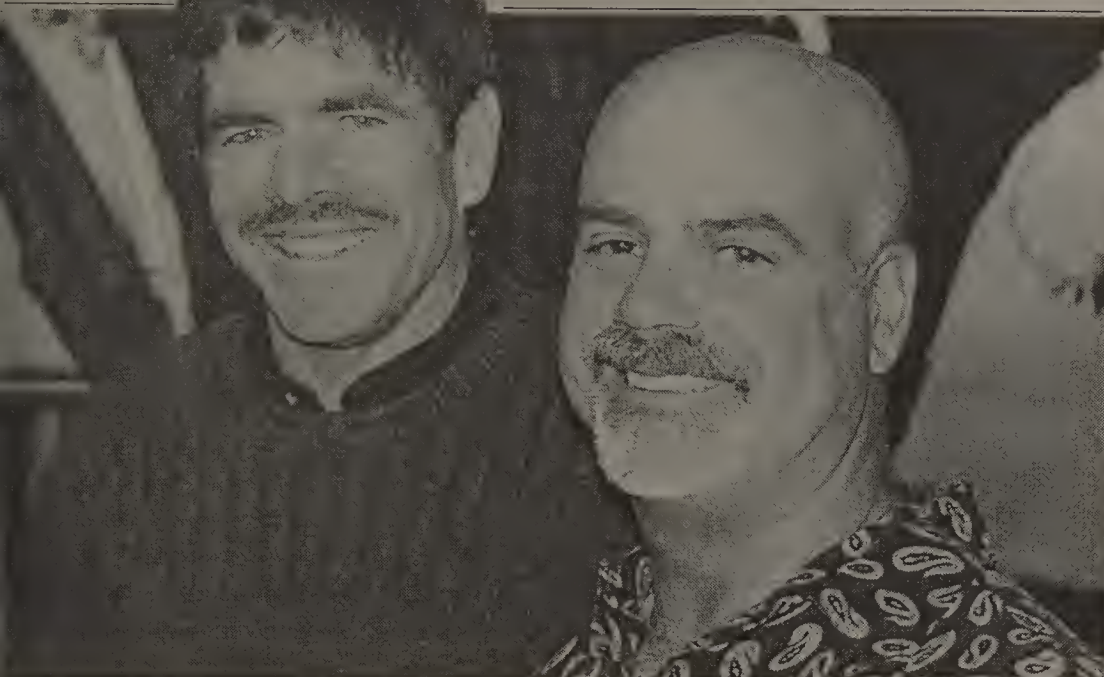
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LATITUDE/ROB

September. Plan B, which I don't really want to consider yet, is to join forces with another syndicate."

Rudiger and his co-skipper **Dee Smith** will be sailing for the San Francisco YC, and be supported by the Belvedere Cove Foundation, both of which will be hosting a fundraiser for TeamRudiger on the evening of May 17. Check out

'97-'98 Whitbread vets Mark Rudiger (left) and Dee Smith have joined forces to form a Bay Area syndicate for the upcoming Volvo Race.

www.team-rudiger.com for all the details.

Sale boats of the month: **Hasso Plattner** recently ordered a new Farr 40 from builder Barry Carroll. The new boat, hull #85, will be delivered in time for January's Key West Race Week. Plattner, a lifelong

sailor, will have to amuse himself with his other three boats in the meantime — a Baltic 70 cruiser in the Med, the maxi *Morning Glory* (en route from Auckland to either Honolulu or San Francisco), and the 'little' *Morning Glory*, which is getting a new keel and rudder in preparation for competing on the California 50-footer circuit this summer.

The radical 12-Meter USA-61, aka **'The Geek'**, has been sold to Irvine Laidlaw, an Englishman who has owned a series of racing boats named *Highland Fling*. The boat is currently being rehabbed at the 'KKMI Spa', with the canard rudder getting moved back four feet (to keep it in the water more often and make the boat easier to steer). With luck, *The Geek* will sail one more time on the Bay before being shipped to the Med in September. . . KKMI is also staying busy selling large Swans. "We currently have **502 feet** on order!" claimed KKMI co-owner Paul Kaplan, further proving our theory that the Bay Area is awash in cash. Look for the following Swans to start showing up soon: hull #1 of the Swan 100 series, a 112, an 82, a 60, a 56, a 48 and a 44.

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THE RACING

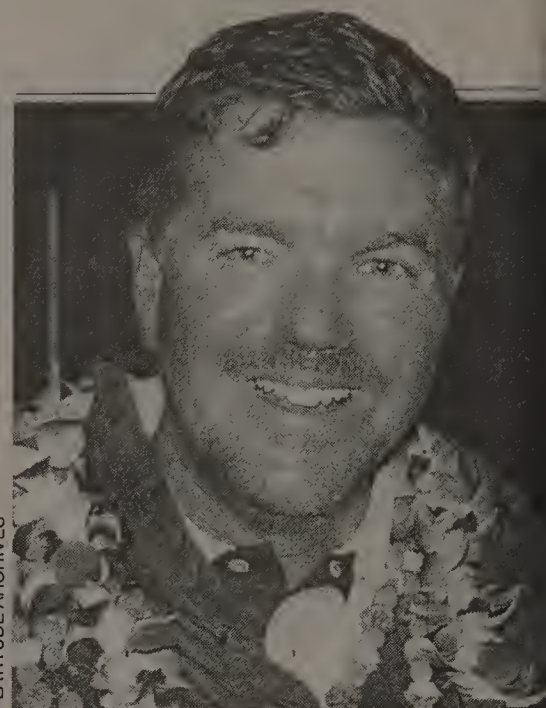
Gathering of the gods: Don Trask's 22nd annual **International Masters** regatta/reunion/party is shaping up to be the best one ever. Scheduled for Oct. 20-22, the StFYC-hosted event will once again feature rockstar skippers over 55 years old, sailing with crews over 45, in 20 borrowed J/105s (up from 17 last year). The biggest news is that the Great Dane, **Paul Elvström**, has been coaxed out of retirement and will be travelling from Denmark to grace the regatta with his presence. Elvström won an unprecedented four gold medals at successive Olympics beginning in 1948, and is widely regarded as the greatest sailor of all time.

Sixteen other 'silver sea gods' have already accepted the coveted invitation, leaving just three spots currently up in the air. In alphabetical order, the distinguished lineup consists of Chris Bouzaid (NZ), Bill Buchan, Malin Burnham (with Vince Brun crewing), Dick Deaver, Roy Dickson (NZ), **Hank Easom**, Larry Harvey, John Jennings, Bob Johnstone, Tom Leweck, Kim McDell (NZ), defending champ **Bruce Munro**, Lowell North (with Keith Lorence), Pelle Petterson (SWE),

John Scarborough and, of course, **Don Trask**.

Global thinking: **Bruce Schwab** has pulled the plug on his Vendée Globe effort, citing lack of funds to finish his Wylie-designed Open 60 in time to make the September start. However, it looks like an American will be in the race after all — veteran Hawaiian sailor **Bruce Burgess** is in the process of purchasing 1989 Bouvet/Petit-designed *Groupe LG*, the Open 60 that Hervé Laurent sailed to third place in the last Vendée Globe. Burgess, a *Merlin* vet and half of the recent *Two Guys on the Edge* doublehanded TransPac effort, is on a tight budget and even tighter time schedule. He and four friends from Hawaii are in France right now, working around the clock to repaint the boat — now renamed **Hawaiian Express** — "marlin blue", outfit it with a Saildrive, and get it ready for Burgess's qualifying run.

Burgess is putting everything he has into the project, and like English hero Pete



No surprise — Chris Perkins, pictured above after last summer's TransPac, is dominating the local J/105 fleet in his freshman year.

Goss in the '96-'97 Vendée, has sold his house to pay for the adventure. "We're still working on getting sponsorship, and we've already got some help from Harken and Henri Lloyd," said Bruce. "You can follow our progress at www.bruceburgess.org." If all goes according to plan, Burgess will



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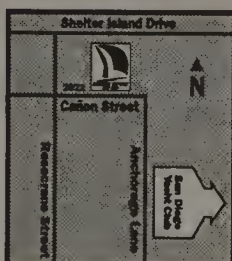
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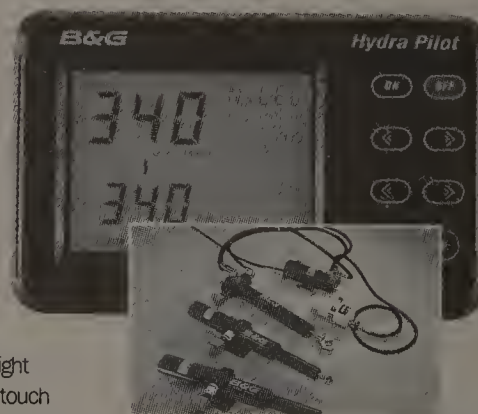
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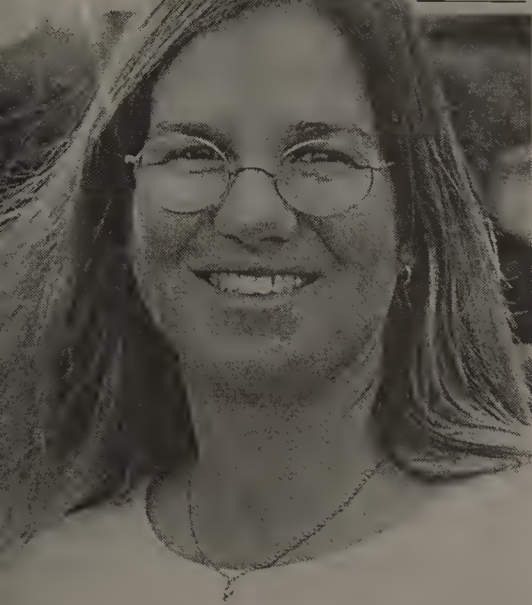
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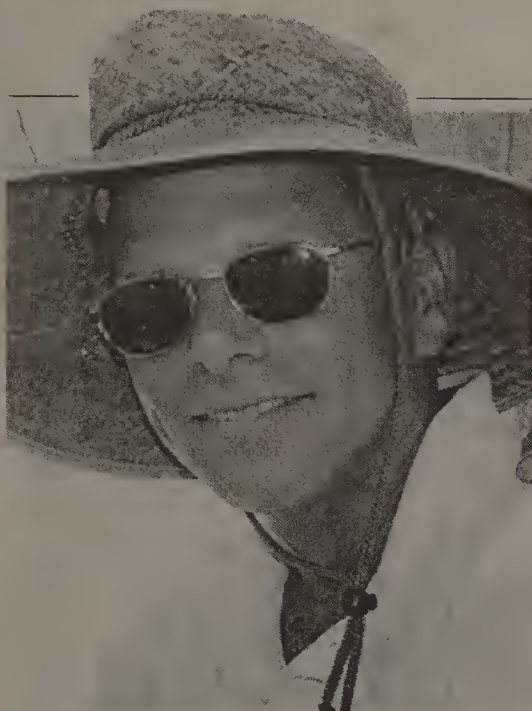


LATITUDE/ROB

Versatile sailor Liz Baylis just won the Sundance Cup in Texas. Next up, the Pacific Cup in her new Antrim 27 'ET'.

sail 1,000 crewed miles in the next few weeks, followed by 500 singlehanded miles, and then the singlehanded TransAt (Plymouth, England to Newport, RI) on June 4.

Women's match racing seems to be picking up steam in the U.S. The latest



LATITUDE ARCHIVES

'One Guy on the Edge' — Hawaiian ocean racer Bruce Burgess just bought 'Groupe LG' with intentions of doing the Vendée Globe.

regatta, the **Sundance Cup** at Fort Worth (TX) Boat Club, pitted eight of the better women's teams in the country against each other in J/22s. America True vet **Liz Baylis** topped the field, defeating Nancy Haberland 3-1 in the finals. Baylis and her crew (Melinda Erkelens, Aimee Hess

and Karina Vogen) earned an automatic invitation to this fall's Boat U.S. Santa Maria Cup in Annapolis, as well as some financial support from Boat U.S. to insure their presence.

"Craig who?" joked Dave Gruver after a recent Etchells regatta. With Olympic aspirant husband Craig Healy off in Spain for the Soling Worlds, wife **Pam Healy** stepped in to steer *I Love My Wife* with regular crew Gruver and Keith Stahnke. The female Healy — who already has an Olympic medal (a 470 bronze as JJ Isler's crew at the '92 Games) — rose to the occasion, beating the best local Etchells sailors in the abbreviated two-race series. "The best part was that Pam took one look at our sails, and demanded to know why we weren't using the good ones," said Gruver. "When we told her, 'these are the good sails', she said she'd talk to Craig about buying some new ones!"

Best in the Valley: Fresh water sailing powerhouse Folsom Lake YC successfully defended the **Valley Lipton Cup Perpetual Challenge Trophy** against three other clubs on March 27 on Folsom Lake. The '3C Team' — skipper Charles Witcher,

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THE RACING

Charlie Hess and Craig Lee — sailed their Santana 20 20/20 to three easy bullets in very light air. Runner-up in the recently revived regatta was *Poker Bay*, a MacGregor 25 sailed by Bill Goldfoos of Lake Yosemite SC. Gold Country YC and the Butte SC rounded out the small fleet. "We plan to invite all central and northern valley sailing clubs to next March's Lipton Cup regatta," said FLYC vice commodore Gary Preston, who foresees the event growing in size and stature.

More sale boats: J/105s are still the rage, with six more new ones scheduled to appear on the Bay before the year-end. Palo Alto engineer **Craig Mudge** is the latest happy owner — his as-yet unnamed boat, hull #338, should arrive any day now. J/105s are so popular these days that someone in Chicago has been trying to buy delivery positions from people who are already in line. . . . StFYC member **Bill Wright**, a San Francisco lawyer, recently purchased One Design 35 hull #17, an Annapolis boat which he promptly renamed *Zsa Zsa*. Wright intends to stable his new steed in Newport, RI, until the Nationals and Big Boat Series, which are



Olympic follies, near the back of the pack — Laser sailor Vann Wilson skids off the race track.

both here in September. After that, he'll move it down to San Diego to play with as many as 10 sisterships. He plans to keep his faithful *Sundog*, an Elvström-designed 41-footer, for local racing.

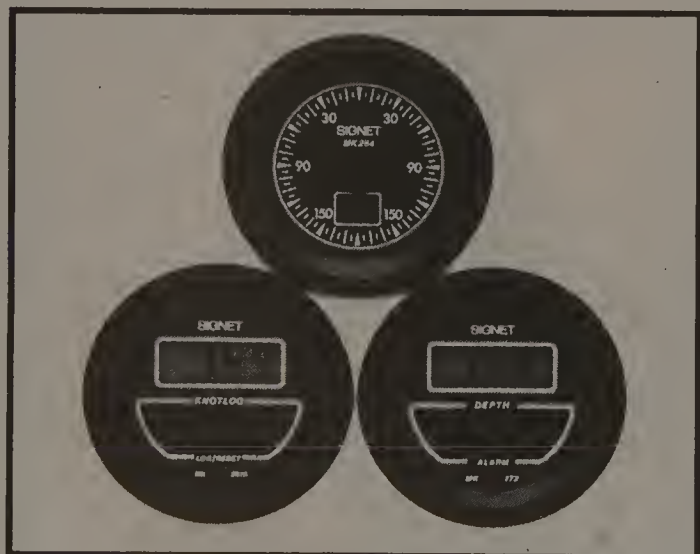
Hawaiian eye: The **Vic-Maui Race**,

which starts on June 27, currently has 21 boats signed up, including James McDowell's red-hot SC 70 *Grand Illusion*. Check out www.vicmaui.org if you're interested. . . . Meanwhile, the **West Marine Pacific Cup** remains overbooked with 85 boats entered and six still waiting in the wings. The Pac Cup has historically caved in and taken everyone on the waiting list by this point, but not this year. "We need about ten boats to drop out before we start taking anyone else," said spokesman Jim Quanci. Other regattas would kill for these kinds of problems! . . . The **41st TransPac Race** has picked dates for two starts now: Division II will start on June 30, 2001, and the main show, Division I, will start on July 1. For once, a full moon will occur several days into the race.

Bashing back from Hawaii this summer? Start your delivery home in good company as part of the **Hanalei Race**, a 120-mile downwind sprint from Kaneohe Bay to Hanelei Bay on Saturday, July 29. The cruising class will leave midday, with the hot boats departing at 6 p.m. Everyone should pull into Hanalei Bay by mid-

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LATITUDE/ROB

Mellna Hoyer drove her Europe through the Berkeley Circle car wash, barely in control.

Barnes and a host of other notable sailors.

Still more sale boats: RYC member **Jim Hoey** sold his J/33 *Troubadour*, and recently bought Gary Evans' Antrim 27 *Dos Busters*. The S.F. Bay Antrim 27 fleet is

now up to ten boats. . . . Longtime boat partners **Carl Schumacher** and **John Franklin** just took the plunge again, spending some pocket change on an older fiberglass Mercury they found down in Santa Barbara. "It's been in a time warp for 20 years," said Carl. "The rigging is out of the Stone Age, but the rest of it is nice." . . . Rumor has it that Tiburon executive **Robert Shaw**, former owner of the J/130 *Gai Jin*, has ordered a Farr 40.

South Bay scene: Coyote Point YC kicked off its 2000 racing season on April 8 with its **John Pitcher Memorial Regatta**, named after an avid CPYC racer who died in the late '60s while competing in his Pearson Commander. Thirteen boats participated in the pleasant 11.5-mile buoy race, with skippers named 'Frank' and 'Dave' winning most of the trophies. Topping the five boat spinnaker class was Frank Johnson's O'Day 34 *Fermanagh*, followed by Frank Ballantine's venerable wooden K-40 *Zodiac*. PHRF guru Dave Few won the 8-boat non-spinny class with his trusty Cal 25 *Chablis IV*, ahead of *Spirit* (Cal 20, Vince Swerkes) and *Undine* (Ericson 32, David

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THE RACING SHEET

SSS TransPac Entries

(as of 4/21/2000)

Allison).

Altered states: Keith Christensen (Long Beach) and crew Shala Youngerman (San Diego) won the **US Sailing Multihull Championship** for the Alter Cup in early April in Long Beach. The event, hosted by Alamitos Bay YC and sailed in Hobie 20s, attracted 20 of the best multihull teams from around the country. . . . Who says you can't buy your way to victory? That's precisely the point of the **Volvo Leukemia Cup** in San Diego on May 5, an afternoon race preceding San Diego's Yachting Cup weekend regatta. Boats can raise their PHRF handicap by one point for every \$100 they raise for the Leukemia Society — a novel idea! Last year, \$54,000 was raised for the cause. Roy Disney's **Pyewacket** crew for last year's Leukemia Cup included nine teenagers who rang doorbells to raise \$10,000 — more than enough to 'win' the regatta.

Noble thoughts: We made a mistake in our coverage of the Big Daddy Regatta last month, calling overall winner **Noble Griswold** by the wrong name in the short article (at least we got his name right in the results and the photo captions). Some-

<u>Boat Name</u>	<u>Boat Type</u>	<u>Skipper</u>
Joe	Hunter 54	Chuck Beazell
Na Na	Saga 43	Dwight Odom
Or. Blossom Spi	Ben. 42.5	Ed Engllsh
Georgia	Custom 42	Ben Mewes
Tawodi	Wylie 39	Stephen Mann
AXA Pacific	Wylie 39	Barry Ruff
Free Spirit	Ben. 390	Dan Dye
Leilani Too	Catalina 36	Jay Capell
Space Cowboy	Hobie 33	David Bennett
Foxxfyre	Yamaha 33	M. Jefferson
Bettina	Ericson 32	Clay Gwin
Harrier	Finn Flyer 31	Ken Roper
Fisheye	Trumbly 31	T. Champagne
Still Crazy	Olson 30	Rob Corbin
Veocious	SC 27	G.W. Grigg
Sensei	Cal 2-27	T. McKelvey
Starbuck	Black Soo	Greg Nelson
Tainted Love	Olson 25	Bill Stettiner
Color Blind	Moore 24	Greg Morris

how, we wrote 'Noble Brown' instead of Noble Griswold, and we apologize to the latter for our brain fade. For the record, Noble Brown owns the Cal 31 *Perpetual Motion*, while Noble Griswold owns the Morgan 36 *Goldilocks*. Both boats sail out of Benicia, which no doubt contributed to our confusion.

Match racing circuit: **Bertrand Pacé** won the Steinlager/Line 7 Cup in Auckland over a field of Kiwi young guns. Cameron Appleton (NZ) was runner-up, followed by rising star Dean Barker (NZ) and Gavin Brady (NZ). At the second event on the Swedish Match Tour, **Peter Gilmour** (AUS) and his Japanese Pizza-LA team took the **Sun Microsystems Australia Cup** in his hometown of Perth. Rounding out the top four at that event were Barker, Sebastien Destremau (Australia) and Pacé. After the first two events on the Tour, Pacé is leading Barker by two points. The only American on the Tour, Peter Holmberg (USVI), is running fifth.

Last minute news: 50 boats competed in Island YC's quick **Doublehanded Lightship Race** on April 22. First back to the dock was the Open 50 *Convergence*, sailed by Bob Gay and Jim Antrim. Anna Stockel's custom SC 50 *Sundowner*, with Bruce Schwab crewing, wasn't too far behind. Though overall results weren't ready for publication, we did hear that Sausalito rigger **Jim Plumley** and crew Jim Wallace won overall in JP's Moore 24 *Umpqua*. Details next month.



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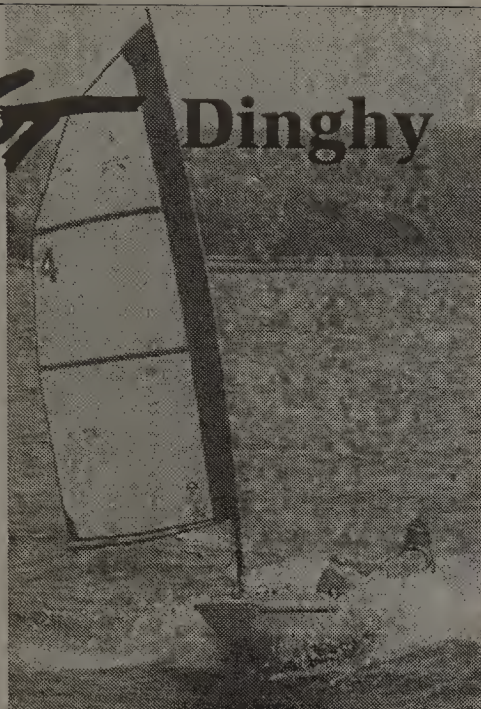
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We depart from our usual format this month to bring you a special report on the **Bay Area's Crewed Charter Fleet.**

It's Party Time!

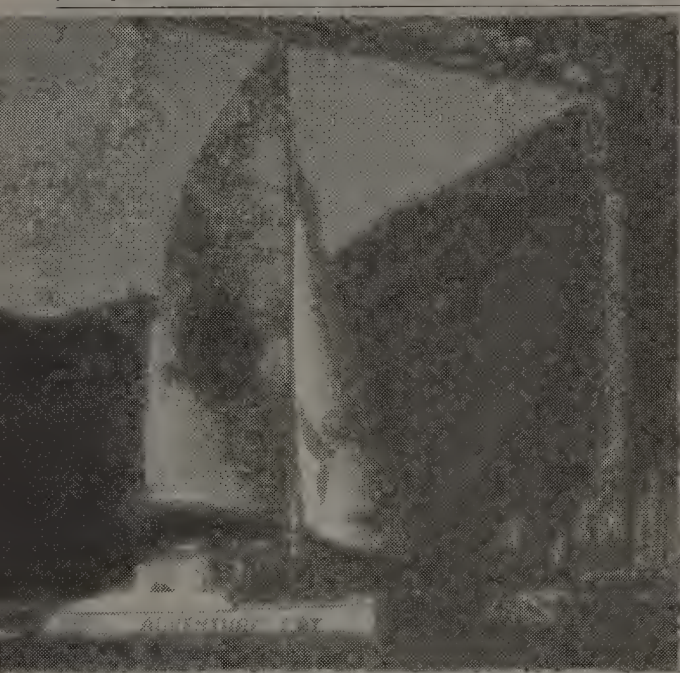
The Season for Special Bay Charters

With the official start of summer just a few weeks away, Mr. Sunshine is smiling down upon us well into the evening hours. Consequently, from *right now* until October is the prime season for special charters on the Bay.

Most *Latitude* readers have access to sailing by one means or another — if not on their own boat, then on a friend's, via a sailing club, or an old, moss-covered trailer-sailers they keep in their back yards. But few recreational boats are appropriate to special occasions that involve large groups, like floating office parties, nautical weddings, birthday bashes or family reunions. When those special dates come around, you need a big, stable boat that can handle a sizeable number of passengers — and, as you'll learn below, the Bay Area has a fine assortment of "multi-passenger" sailing craft to choose from.

Having the services of an able crew is an added plus. It means you can simply enjoy sailing and smoozing instead of

"Fast is fun" aboard the custom-built, 55-ft 'Adventure Cat'. Her expansive deck area provides plenty of room for lounging.



worrying about whether or not you dogged down the hatches, packed enough Camembert, or chilled enough Char-donnay. And on virtually every boat listed

below, charterers are welcome to take a turn at the wheel or otherwise participate in the sailing chores — within reason, that is. For example, guests are generally *not* allowed to perform handstands on the yardarms of traditionally-rigged charter vessels!

Don't let financial fears stand in the way of a great sailing party. If you gather together a full compliment of passengers, the cost per person will be surprisingly reasonable. A three or four-hour cruise, for example, could cost as little as \$25 per person including snacks and/or lunch. And unlike the more formal 'dinner cruise' motoryachts that ply the Bay, many large-capacity charter yachts are flexible about whether they, or you, provide the food and beverages. In any case, they will generally help set up and serve guests.

Still drawing a blank as to how you might use the services of such vessels? Let us give you a few ideas. If you're a baseball fan, the first one should be obvious. Assuming you can get a bundle of tickets to a Giants game this summer at the brand new Pac Bell Park, why not hire a charter boat to take your group for a spin around the Bay beforehand, then drop you off at the South Beach Harbor guest dock adjacent to the Park? Think of it as a sailing tailgate party. (The new Pier 38 Maritime Center is another nearby dropoff option.)

A similar combo could be done without the ball game. Instead, pick a drop-off dock with access to fine dining. Jack London Square and Pier 39 come to mind. At the latter, the ultimate private party could be thrown at the famous Forbes Island (a floating phenomenon), which is now berthed there.

On a different note, how about a blast up the Napa River to the wine country on a 'sail and sip' expedition?

Corporate "team building" sails are big business these days, but here's an idea that the Fortune 500 boys probably haven't tried yet. Why not take your whole office on a long-distance race this summer. A few ideas that include

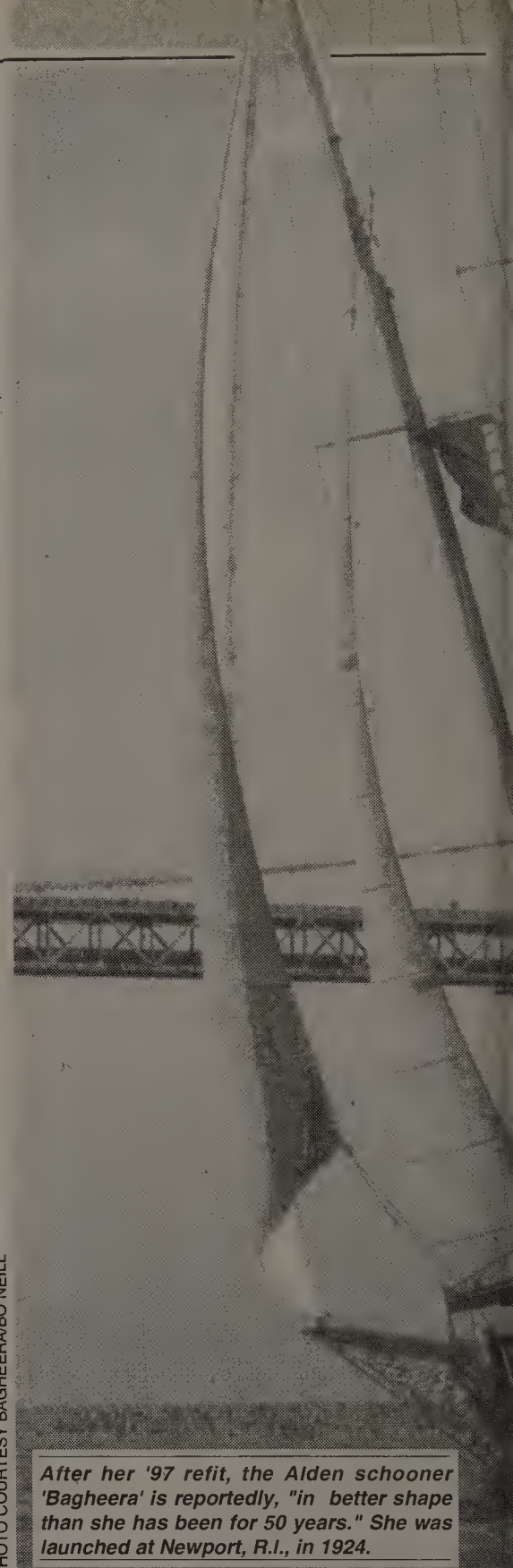


PHOTO COURTESY BAGHEERA/BO NEILL

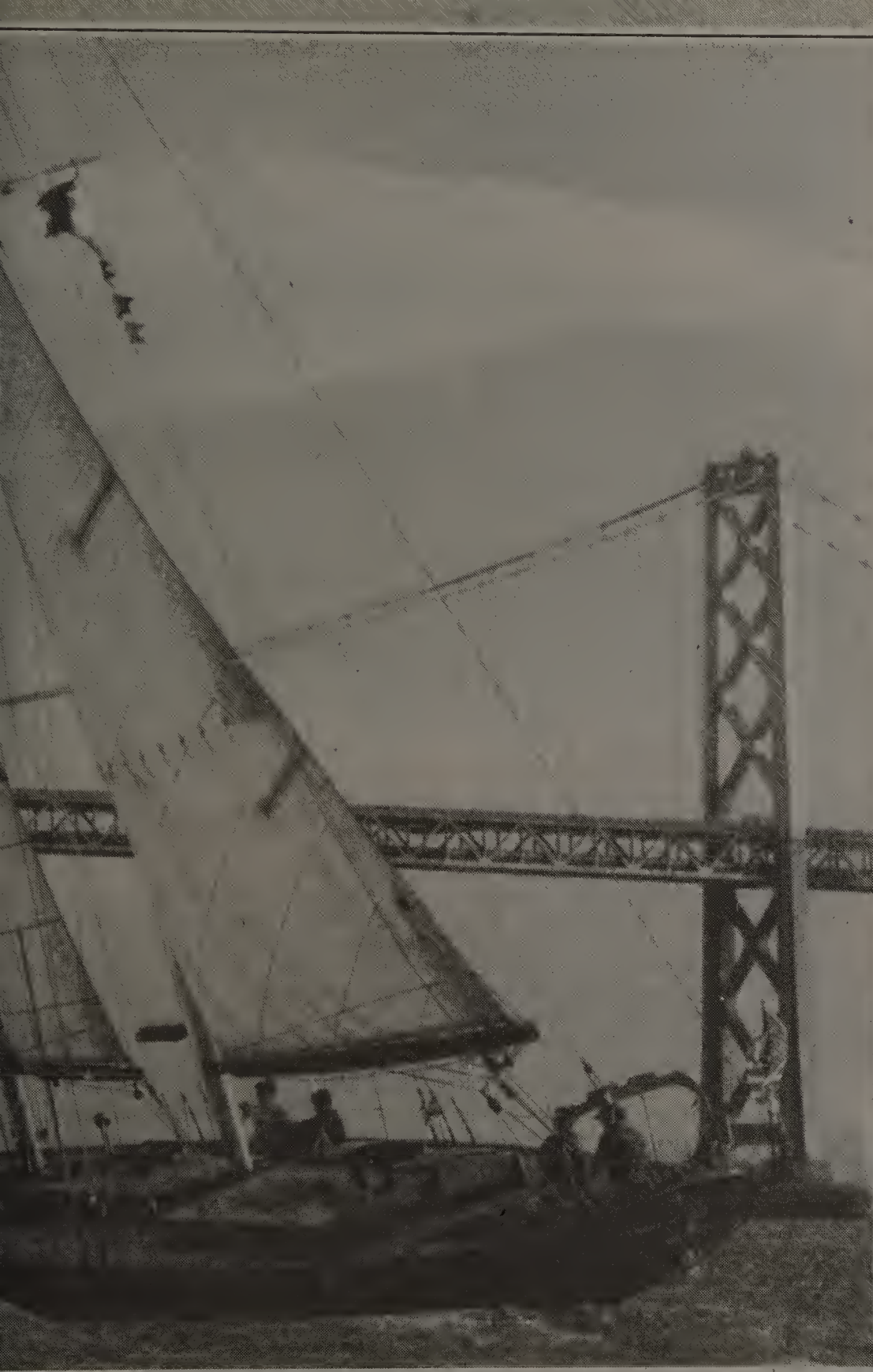
After her '97 refit, the Alden schooner 'Bagheera' is reportedly, "in better shape than she has been for 50 years." She was launched at Newport, R.I., in 1924.

great post-race parties are: the Vallejo Race (to Vallejo, May 6-7), the Delta Ditch Run (to Stockton, June 10-11), or the Jazz Cup (to Benicia, September 2). Although it would mean some extra preparations, there are a couple of boats in the list below that would probably be ideal for such events.

In any case, we urge you to let your imagination wander as you peruse the following listings. No doubt you'll come up with some choice ideas of your own.

(We'll start our survey this month with

OF CHARTERING



Freidberg and Becky Waegell, put her through a massive refit. Launched in 1924, she was built to a John Alden design for a New England millionaire, and she soon made a name for herself in prominent races from the Great Lakes to the Bahamas. At 56 feet on deck (72 overall), she's a fine choice for those who love classic styling.

- Prefers groups of 30 or less (although licensed for 49)
- Berthed at Jack London Square and elsewhere
- Available for custom group charters of all types
- (916) 683-4915 or toll free: 1-877-SCHOONER; email: deadeyejon@aol.com; website: www.bagheera.theship.com

Bay Lady: Built of steel in New England specifically for chartering, this 90-ft schooner carries great clouds of sail on her traditional gaff rig. When co-owner Drew Harper discovered her in Maine two

One of the busiest charter yachts on the West Coast, 'Chardonnay' is a familiar sight on the Monterey Bay.



boats that are licensed to carry large numbers — seven or more. Then next month we'll look at "six pax" boats, which, as the name implies, take only six.)

'Multi-Passenger' Boats (7+)

(In alphabetical order)

Adventure Cat: Built specifically for chartering on the Bay, this 55-ft catamaran is a testament to the attitude that "fast is fun" — she's been clocked at 20 knots with a full compliment of passengers. Choose to ride on the open-air trampo-

line, forward, or within the sheltered salon.

- Carries up to 48 passengers
- Berthed at Pier 39, Dock J, in San Francisco
- Available for scheduled sailings daily (individually ticketed), private group charters and special events
- (415) 777-1630; website: www.adventurecat.com.

Bagheera: Ironically, the oldest charter yacht on the Bay is one of the newest to the local fleet. She arrived here in '98 shortly after her new owners, Jon

years ago, he knew she'd make a great Bay charter boat. Unfortunately he decided to truck her across country, an effort that proved to be quite an ordeal. But

that's a story for another time. . . Today she can be seen plying Bay waters with over 70 passengers aboard — the largest capacity of the fleet. *Bay Lady*, in fact, is the largest Coast Guard "certified" sailing vessel on the West Coast.

- Certified for 77 passengers (comfortable with about 65)

- Berthed at South Beach Harbor, San

signed by Bill Lee for safe, easy-handling charters. She's a dream to sail aboard, and her co-captains, Scott and Krista Lighthall, are usually happy to let their guests take a turn at the helm.

- Carries up to 49 passengers
- Berthed at Santa Cruz Yacht Harbor
- Available for scheduled sailings (individually ticketed), private group charters, and special events including corporate

- (831) 423-1213; email: yachting@chardonnay.com; website: www.chardonnay.com

Hawaiian Chieftain:

Big, beamy and full of character, this mock 18th century warship would surely be Captain Hook's favorite among the S.F. Bay fleet — she's 65 feet on deck and 103 overall. Her high bulwarks and broad decks

make even non-sailing grandmas feel comfortable aboard. A *Chieftain* specialty is performing battles with visiting tall ships — her fully-costumed crew has plenty of experience with her cannons. In fact, she goes south to 'do battle' in SoCal every winter.

- Carries up to 47 passengers
- Berthed at Marina Plaza, Sausalito
- Available for private group charters, special events, square-rig sail training, youth education, regularly scheduled sails (individually ticketed)

- (415) 331-3214 or (800) 401-7835; email contact: lynn@hawaiianchieftain.com; web: www.hawaiianchieftain.com

Ka'iulani: Meticulously crafted as a private yacht, this 86-foot schooner is a real beauty both above decks and below. Owner Rob Michaan claim she's the most luxurious sailing charter yacht on the West Coast — and he backs up his boast with a (four case) "champagne guarantee" should

you find another vessel that tops her. Launched in '84, she's a proven ocean voyager that's well-suited to the Bay.

- Carries up to 49 passengers
- Berthed at Marina Plaza, Sausalito

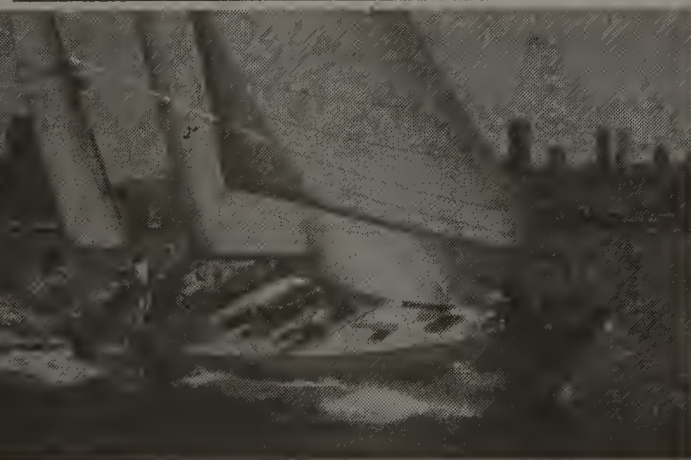
Charters aboard the schooner 'Ka'iulani' come with a 'champagne guarantee'.

Francisco

- Some scheduled sailings (individually ticketed), private group charters, off-shore charters (such as to Monterey) and special events including corporate and baseball parties

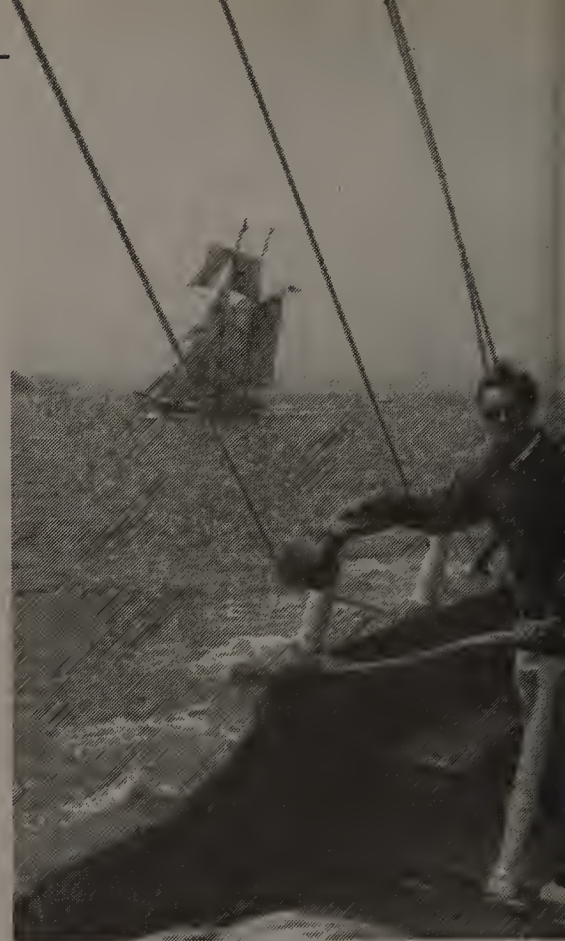
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Chardonnay II: Based at Santa Cruz Yacht Harbor, this SC 70 is one of the



Designed for the Whitbread, 'Second Life's' hull plows through the toughest chop.

busiest charter yachts on the West Coast. Popular with both locals and Silicon Valley corporate clients, she was specially de-



- Available for scheduled sails, private charters, special events including corporate

- (415) 331-1333; website: www.sfyacht.com

Rendezvous: Few vessels cut a more familiar profile to longtime Bay sailors than this 78-ft (LOA) schooner. Built in the 1930s, she's shown the wonders of the Bay to thousands of tourists and locals during scheduled sailings and private charters during her long tenure in the charter trade. One of our favorite anecdotes about her is that she was used in the filming of the John Wayne classic *Wake of the Red Witch* — the only film we know of where 'The Duke' played a bad guy!

- Carries up to 49 passengers

'Rendezvous' shows her colors in this classic Diane Beeston portrait.



DIANE BEESTON

OF CHARTERING



'Hawallan Chieftain' leads one of her 'arch rivals', the tall ship 'Callifornian'. The two gaffers often stage mock gun battles.

- Berthed at Pier 40, South Beach Harbor, San Francisco
- Available for scheduled sailings five days a week (individually ticketed), private group charters, special events including corporate
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com



Seen here 'deadheading' without passengers, 2000 is 'Ruby's 20th year in the charter biz.

Ruby: The longest-established charter boat on the Bay, 2000 marks *Ruby's* 20th year in the charter biz. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. At 64 feet in length, this double-ended steel sloop is a familiar site on the

Bay and at her San Francisco Boat Works home port, adjacent to The Ramp restaurant. In addition to scheduled sailings, she does a wide variety of special charters — a recent client was The Playboy Channel, which brought a dozen bunnies aboard for an Opening Day photo shoot in the waters off Pac Bell Park.

- Carries up to 31 passengers
- Berthed at 'The Ramp', foot of Mariposa St., San Francisco
- Available for lunch and evening sailings daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165

Sea Raven: Specializing in elegant dining cruises under sail, this 65-foot catamaran seats 28 for 'sit-down' dinners in her customized salon. For this purpose, she is completely unique within the fleet, which, naturally, brings her plenty of corporate

business.

- Carries up to 49 passengers
- Berthed at South Beach Harbor, San Francisco
- Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tallgate parties
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.baysail.com/rendezvous

Second Life: Built for blue water voyaging, this stiff Ocean 71 hull slices through the nastiest of Bay chop with ease, giving her passengers a comfortable, yet exciting ride. Her center cockpit design is cozy and well protected, while she has plenty of deck space for lounging. Since her owner, Tony Clarke, loves off-shore voyaging, special cruises up and down the coast can be arranged.

- Carries up to 49 passengers
- Berthed at Marina Plaza, Sausalito
- Available for sunset sails (individually ticketed), private group charters, special events, sailing instruction, overnights including coastal and long-distance off-shore trips
- (877) 332-3205; website: www.sfbaysailing.com

Team O'Neill: Although Jack O'Neill was a longtime sailor (as well as a lifelong surfer), he initially got interested in the 65-ft *Team O'Neill* cat in connection with another of his passions — hot air ballooning. He rigged her with a tabernacle mast that hinged aft, and used the massive 65 x 28' platform as a 'launch pad'. It worked pretty well, too. These days, however, she's involved in a nobler cause. Although she is still available for custom charters, she's used frequently for O'Neill Sea Odyssey programs, where young kids are taken out



Cornering a niche market, 'Sea Raven' specializes in sit-down dinners under sail.

into the Monterey Bay National Marine Sanctuary to learn about both marine biology and seamanship. Expansive,

WORLD OF CHARTERING

stable and fast, she's also great ride for whale watching.

- Carries up to 49 passengers
- Berthed at Santa Cruz Yacht Harbor

• Available for private group charters, whale watching, and special events including corporate

• (831) 476-5202; e-mail contact: oneillyc@cruzio.com; website: www.oneillyachts.com/

Yukon Jack: If you've always wanted to sample the adrenal thrill of blasting across the Bay on an ultralight, this speedy Santa Cruz 50 is the boat for you. A former ocean racer, she still holds the San Francisco to Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting. She's great fun on her own, or when used in combination with other charter yachts on 'tandem' charters.

- Carries up to 16 passengers



The 'Team O'Neill Cat' is still available for charters, but these days she also spends a lot of time turning kids onto the wonders of our oceans

- Berthed at South Beach Harbor, San Francisco
- Race charters (including offshore), private group charters, special events in-

cluding corporate

• (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Believe it or not, becoming a success in the charter business is harder than it might look. To a greater or lesser degree, most of these boats are competing for much the same market — which is good news for you. As in other industries, competition raises the level of quality. Over the years we've seen that virtually every Bay Area charter operator keeps 'safety' and 'professionalism' as his watchwords — in addition to 'fun', of course.

So whatever special occasion you might have in mind for the coming months, feel confident that these folks can deliver an excellent value and a rollicking good time. Give 'em a try, and tell 'em Latitude sent ya.

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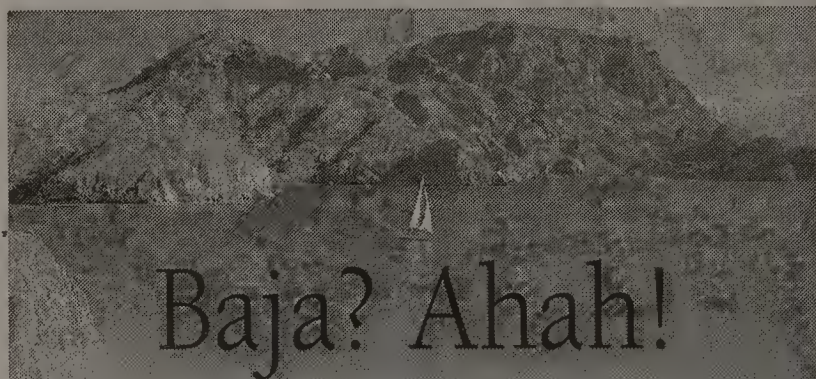
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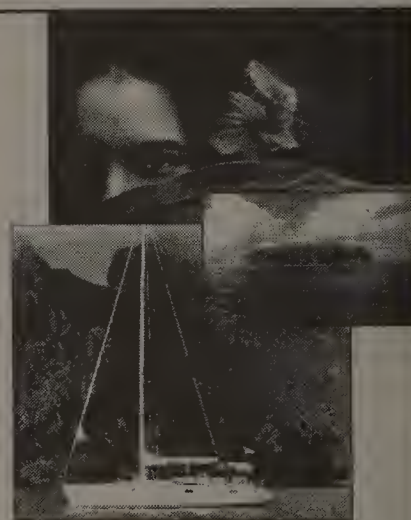
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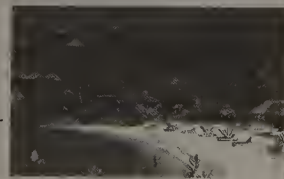
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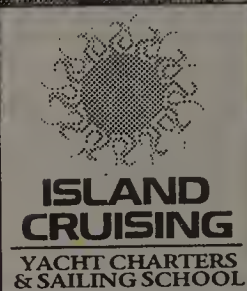
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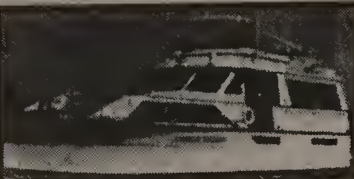
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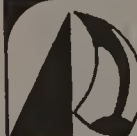
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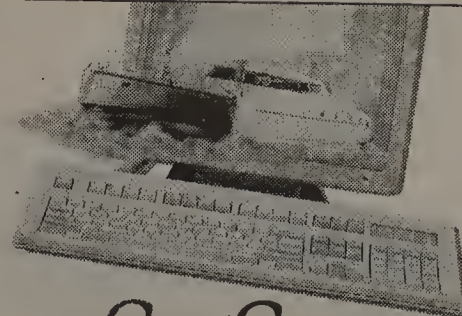
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CHANGES

With reports this month from **Moondance** on the rough trip up the Red Sea; from **New Adventures** on a cruising kids' surfing competition in Tenacatita Bay; from **Seeadler** on crossing the Atlantic a second time; from **Maude I. Jones** on the second part of their trip from New Zealand to Australia; from **Heart of Gold** on the passage up from Panama; from the **Cruisers in Z-town** on a party for the Corenmans; from **Destiny** on the joys of Cartagena; from **Puffin** on surviving the sinking of their boat; and **Cruise Notes**.

Moondance — Kennex 445 Cat Karl, Jill, Ben and Cam Matzkes Beating The Red Sea (Palo Alto)

Our trip up the Red Sea turned out to be faster than we expected, and we are now in the Gulf of Suez. Our short term plan is to slow down a bit to see a little more of Egypt. In April we plan to make our way up to Turkey via Israel.

Our long term plan is to spend the spring in the eastern Med, summer in the western Med, and then put the boat in a marina until the end of the year. We'll be returning to the Bay Area in September so the boys can enroll in school this fall. Around the end of the year or early next year, we're going to take a couple of months off to complete our circumnavigation by sailing back to the Caribbean. We bought our boat in the Caribbean, sailed her to the Bay Area, then started again with the '98 Ha-Ha.

Now for an interesting question. Recognizing that the thousand mile slog into the headwinds and short, steep chop of the Red Sea is one of the worst legs of a circumnavigation, is it any easier or harder in a catamaran than a monohull? Based on our experience, the type of boat doesn't seem to matter, as we've yet to find anyone who thought sailing up the Red Sea was fun. This is not to say that the Red Sea should be missed, as the places are interesting, the people are fascinating, and the diving is great.

However, the simple truth is that the sailing and the motorsailing up the Red

Sea is just plain hard — and both multihulls and monohulls do a lot of banging. We probably had fewer things fall off the counters and salon tables than did the owners of monohulls, but our cat probably banged more. Ever after loading — perhaps overloading — our cat, we still had about 27 inches of bridgedeck clearance. In all but the worst conditions, this seemed to be adequate.

As was the case while crossing the Pacific, we found that the cruising speed of our 45 foot catamaran going up the Red Sea compared well with that of a 50 foot cruising monohull. For example, we sailed up the Red Sea in the company of a Tayana 52. We followed them into the Straits of Bab el Mandeb at the southern end of the Sea by about a day, and then out of the Sea at the Strait of Gubal at the northern end also by a day.

Of our 24 days in the Red Sea, we spent 15 of them sailing and nine at anchor. Both we and the Tayana anchored five times, usually together. Over the course of 1,040 nautical miles, we spent one or two more days sailing than they did, but they used their engine about 75 hours more. In general, I'd say the boats were pretty even.

It's noteworthy that both we and the Tayana preferred sailing to motoring or motorsailing whenever we could make equally good progress — even if it required that we sail well offshore. According to

Two-thirds of the way around the world ago, 'Moondance' was grounded in Costa Rica to have her mast — which had fallen over — repaired.

ALL PHOTOS BY CHRIS RIGHETTI

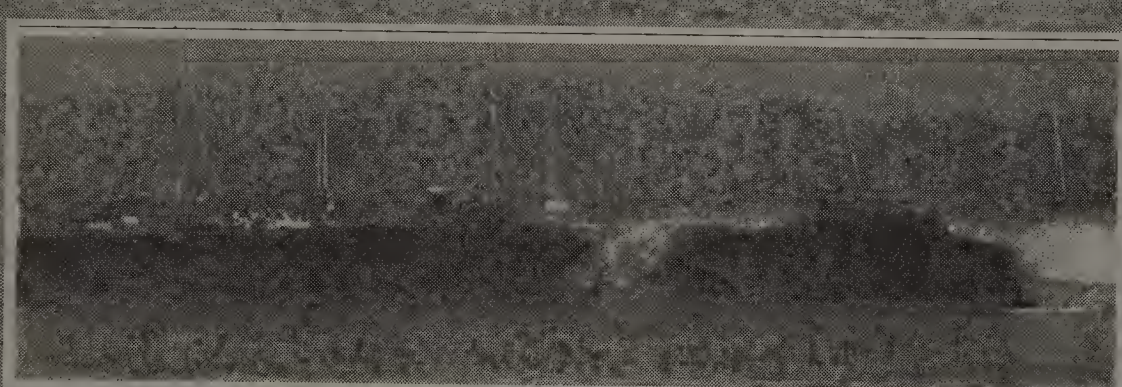
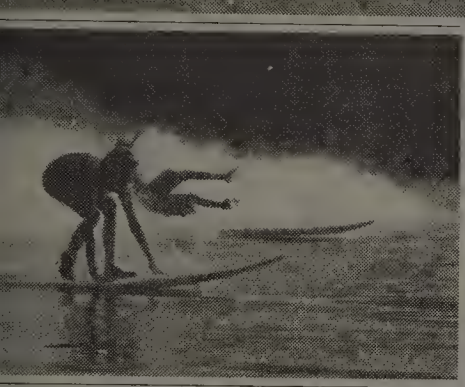
the *Red Sea Pilot* — which is 'the book' — the wind is lighter in the middle of the Red Sea due to an absence of sea breeze reinforcement. So by sailing up the middle of the Red Sea, we essentially 'hid' from the worst winds. Both of us also found that motoring up the coast in short hops was dreadful — and therefore only did it once.

The major difference between the Tayana 52 and our cat was our cat's relative inability to be able to motor or motorsail directly into heavy chop. Generally speaking, we found that it was better for us to fall off just a little bit, shut the engine down, and sail. Another of the big reasons we motored about 75 hours less than the Tayana is that our fuel tanks are much smaller, and because our Hurth transmissions were slipping. I still feel our engine/drive system/prop combination is not the optimum.

Some people are interested in knowing whether monohulls or multihulls tend to bail out earlier when the going gets rough heading into high winds and nasty waves. In our experience, it's not so much a matter of boat type as attitude of the crew. During the course of our transit,



MOONDANCE



Spread: A nice wall forms for a rider at the Tenacatita Kids' Surf Contest. Inset left; Getting ahead of the wave leads to wipe-outs. Inset right; The anchored cruising fleet makes a nice backdrop.

we both passed and were passed by larger and smaller monohulls and larger and smaller multihulls. As it was, we only bailed out once, and that was when the wind was in the 30-knot range. Our primary reason for bailing was stopping to caulk a window leak that we'd forgotten to get to. While we had plenty of confidence in our boat, rig and sails, we had no interest in finding the 40+ knot winds some of the other boats were reporting.

Unfortunately, the Internet hasn't really made it to the Middle East yet. "Soon," is what we're told when we ask when they'll get it. As such, we won't be able to post new photos on our web site until we get to Israel.

— the matzke family

New Adventure — Jeanneau 36 Leah Wilson Surfs Up At Tenacatita! (Vancouver, British Columbia)

Tenacatita Bay — 127 miles south of Puerto Vallarta and 351 miles north of Acapulco — on mainland Mexico's 'Gold Coast' is a beautiful and unique spot. The

3-mile by 5-mile bay offers good protection and flat water for peaceful anchoring, and there are many things to do. Some of the activities include taking a

beach, snorkeling at a reef known as 'the aquarium' — but above all, surfing the great waves!

I'm a 13-year old native of Vancouver who started cruising Mexico this winter with my parents. Shortly after arriving in



CHRIS RIGHETTI

The cruisin' kids surf crew at Tenacatita Bay.

jungle ride, exploring the different parts of the bay by dinghy, eating the famous fish roll-ups, dining at the French restaurant that occupies the old movie set for *McHale's Navy*, playing on the long sandy

Mexico, I took up surfing, which is the fine art of trying to catch — but not always succeeding — and ride really great waves. It wasn't an activity I'd been able to pursue in the cold waters of Canada.

CHANGES

Having been working at surfing for several months now, I have to admit that I've become something of a surfing dudette. But it wasn't until we reached Tenacatita Bay in the middle of February that I encountered really good surf that fully challenged my new skills.

The best spot to surf in Tenacatita is near the entrance to the 'jungle ride' through the mangroves. When the tide was low, the waves broke far enough out so that I could ride them for quite a distance. In fact, I was able to walk as much as 100 yards out with the water never coming over my shoulders. I have to admit that I was in surf heaven.

I had no idea that surf could get any better than that, but little did I know that there were storms several thousand miles away in Alaska creating waves that would travel all the way down to Mexico and break in Tenacatita Bay as great surf.

As you can see from the accompanying photographs, quite a few of us younger cruising kids are into surfing, boogie-boarding and otherwise enjoying the waves. So each day after we finished our schoolwork, my fellow surfing dudes and dudettes would hit the waves. Before long, we noticed that the waves seemed to just get bigger and bigger. These were no longer the little waves that people who live along the bay were accustomed to. For a little while we actually had waves of five to eight feet — which is very big for beginners.

Thanks to the help of Eric and Jackie Young Leah flashes a big smile while demonstrating her surfing stance atop a dock box at Paradise Marina.



LATITUDE/RICHARD

Mears from the Long Beach-based Islander 41 *Makai*, and Don and Hossack of the Truckee-based Islander 36 *Windward Luv*, on February 22 we decided to hold the Tenacatita Inaugural Surf Contest of the Millennium. The event was held on George Washington's Birthday because he was rumored to have surfed Tenacatita back when he was our age.

We had three great judges for the event: Eric, Jackie, and Don from the Balboa Island-based Kelly-Peterson 44 *Tamure*. We also had lots of interested spectators. Five guys and I competed at surfing, five others boogie-boarded, and there were six other kids having fun on the beach and in the waves. After four hours of surfing fun, 26 awards were given out for things such as longest ride, raddest style, gnarliest drop in, most waves caught, and the 'Mexican Red Cross' for the surfer who demonstrated the least regard for his/her personal safety. Thanks to Chris Righetti of the 30-foot custom catamaran *Hiolani* from Santa Barbara who took some great pictures for mementoes.

When the contest was over, everyone went home pretty exhausted. Thanks to the big surf, some of us were hurting a little, too. How big was it? Only three dinghies tried to make it to the beach — and all three of them dumped! The big waves seemed to come and go with Washington's Birthday, so soon we were back to small waves.

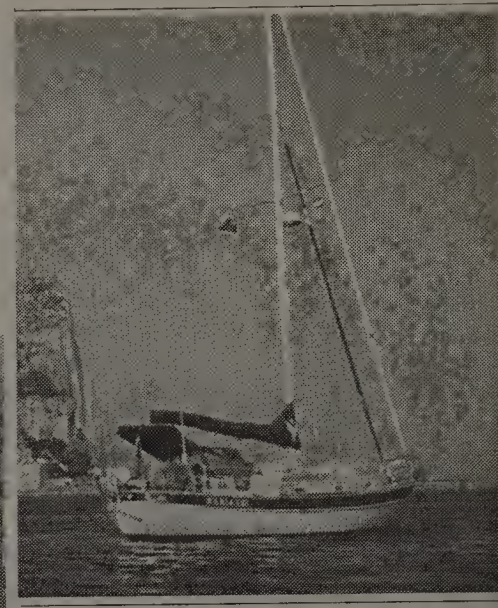
After a summer in the Sea of Cortez, our boat will return to mainland Mexico — and more surfing — next winter. So be ready for another kids' surf contest in Tenacatita! After that, *New Discovery* will return to the Sea for a second summer, then get shipped back to Vancouver. Cowabunga!

— leah 3/15/00

Seadler — Valiant 40 Ingo & Espie Jeve Across The Atlantic (Northern California)

Here's an account of our trip across the Atlantic that started in May of 1999. Our crew consisted of Ingo and Espie, the husband and wife team who own the boat; Dieter, our friend of 40 years who crossed the Atlantic with us our first time in 1980; and John from Texas, our friend of two years. We met John and his wife Myra during the 10 months we spent in Guatemala's Rio Dulce. They had sailed their 47-footer there from Texas.

We'd actually arrived in Fort Lauderdale in May of '98, at which time we



started a complete refit of the boat. That meant removing everything: boat parts, books, clothes, our personal stuff, food, all the cushions — *everything* from stem to stern. We put it all in storage for six months. We then stripped the teak from top to bottom — including 40 doors and drawers — and then applied five coats of satin varnish, sanding between coats. We also replaced our 20-gallon water tank with a 70-gallon tank.

The downside of doing the work in Fort Lauderdale is that we had a lot of lightning storms and hurricane George passed within 140 miles. In addition, it was usually 90 degrees and very humid in the summer. Since we came from California, we didn't have air-conditioning — which is a must in Florida. In the midst of all our work, we drove back to California — and also visited the Bahamas with a friend who has a private plane.

After a big *bon voyage* party, we left on May 4 for Bermuda and across the Atlantic. Leaving to cross the Pond is like jumping into cold water; you don't have to — unless you want to find out what's beyond the horizon. Starting is tough, but once you get in tune with your surroundings, you get into a ship's routine. We rode



BOTH PHOTOS COURTESY SEEDLER

Spread: "We couldn't help but pose with this famous wall painting at Horta, Faial, Azores," says Ingo. **Inset:** 'Seedler' on the hook.

the Gulfstream north of the Bahamas, but then ran into short and steep seas. We decided to pull into Palm Beach, Florida, to get some rest and wait for things to quiet down.

We woke up early the next morning, and when I saw a candle in my morning brownie, I realized that Espie hadn't forgotten my birthday. Dieter had lots of cards and a present from my family in Germany. By 0800 we had the anchor up and headed off again on the 900-mile passage to Bermuda. When we got out into the Stream, we found that the seas had laid down. The first night I took the 2100 to midnight watch, Dieter did 12 to 0300, and John from 0300 to 0600. We stayed with the same watch system all the way across the Atlantic. Espie didn't stand a watch, but prepared three great meals a day. This was quite a feat, as she suffers from seasickness.

On the first night, Dieter called John to help him avoid a ship. John was able to convince him that it was actually the moon! But better safe than sorry. After two days we still hadn't seen a ship — but we were buzzed by a low flying mili-

tary plane. It had two props, but was flying on one. After two days Espie began to feel better.

Our trip to Bermuda was characterized by light winds and motoring. We had quite a bit of thunderclouds and then spotted a waterspout about two miles away. This one lasted for about 15 minutes. They're spooky because, like lightning, you never know when they're going to hit.

After waiting all night off Bermuda for daylight, we pulled in to St. George Harbor, eight days out of Fort Lauderdale. After checking in, we dropped the hook and spent the better part of a week there. Bermuda is super expensive! It was \$3.28 for a gallon of diesel, and \$15 for fish & chips. Fortunately, bus transportation was cheap, so we toured from one side of the island to the other. We also had to take on water at a dime a gallon. Our crew of four had used 55 gallons in nine days, which wasn't bad. Soon we found out we could buy duty free fuel from a truck for \$1.25 a gallon, so we bought 77 gallons. Most cruisers didn't get in on this deal.

Although we were ready for the 1,800-mile passage to Horta in the Azores, we had three days of nothing but wind and rain. Two sailboats that had left four days

before returned because of big seas. We finally left on May 20, and two hours later Radio Bermuda issued a warning for thunderstorms. Soon the sky got really dark and the island disappeared. We had lots of lighting and saw another waterspout, but pretty soon that weather had passed and we were obliged to turn on the motor. Half an hour later, we heard a frightful grinding noise from the transmission! We took it out of gear, and it was fine. We put it back into gear, and it was fine. We didn't have trouble with it again.

In the first 24 hours, we made a total of 117 miles in a variety of conditions. We also use the autopilot to steer the boat, but then it went crazy. This could have been serious, as we didn't want to hand steer all the way across the Atlantic. Then we noticed that Dieter had placed his radio too close to the autopilot, messing up the compass.

One night a third of the way to Horta, I was sitting in the cockpit, a half moon illuminating the swells, while *Seedler* charged along. I spent a lot of time thinking about my wife, my family, my friends, and my own life. You get reflective in the middle of the ocean. I also thought about the 'puddle jump' nickname given to Atlantic crossings. At 3,700 miles, it's quite a jump.

At the halfway mark, we saw and spoke with a cruise ship headed to the Azores. It was the first ship we'd seen in four days. Life aboard our boat was pretty routine by this time, but the highlights were always breakfast, lunch and dinner. I think Espie has the hardest job on the boat, fixing three meals a day for four people 'down-below' in a small galley. Just mak-

Ingo has had the cruising bug a long time. He's seen here in Mexico in 1979 checking out the catch on a battered shrimp boat.



LATITUDE/RICHARD

CHANGES

ing hot water can be hard and dangerous when the boat is rolling, so we had a couple of 'peanut butter and jelly days'. Sometimes John and Dieter helped with the dishes.

After a couple of more days, we picked up some pretty strong wind and had to reef. The next day we were sailing into six foot seas and it was bouncy down below. John was taking his harness off down below when a big wave tossed him into the door of the head — which gave way. Dieter, who was sitting on the toilet, was pretty surprised. I'm glad nobody was hurt, but I couldn't help but laugh.

Two days later there wasn't any wind and we had to motor again. I was surprised we didn't have more consistent wind. But the next day we were really flying at nearly seven knots.

We finally arrived in Horta on the evening of June 2. It had taken us 14 days to travel 1,800 miles — an average of 5.3 knots — and we only motored 70 hours. It had taken us 18 days to cover the same distance in *Born Free*, our previous boat. We are really happy with the performance of our *Valiant* — and that of our new jib. We had wind from all directions and up to 30 knots, but mostly it was in the 15 to 20-knot range.

— ingo 12/00

Maude I. Jones — Custom 47 Rob & Mary Miller Messenger New Zealand to Australia, Part II (Townsville, Australia)

While in the Solomon Islands, we spent the majority of our time in the Western Province — which is considered to be the most westernized. The locals, who are friendly and articulate, are renowned for their wood and stone carvings. They're

Rob Messenger — as he looked back in the days of the *Ha-Ha I*. He and Mary have continued to cruise ever since.



LATITUDE/RICHARD

also skilled salespeople, so we did quite a bit of trading. We never dreamed they'd be interested in some of the commonplace stuff we had on our boat, but they were. For instance, they were happy to trade a beautifully carved bowl or mask for one of our bath towels! The carvers were also interested in electrical tools, hand tools, Walkmans, cassette tapes, bed sheets, towels, children's clothes, church clothes for themselves, and outboard motors. As such, their desires were considerably more sophisticated than the ni-Vanuatu!

We intended to visit Guadalcanal, unfortunately there was a state of emergency in effect. The problem was that two island groups were committing terrorist acts over land rights. As a consequence, tourism at one of World War II's major historical sites had come to a standstill. The number of visiting cruising boats was way down also, so the carvers — who are really good guys — were therefore having trouble marketing their crafts.

Do you like lobster? We had a great time visiting Morovo Lagoon, a huge body of water on New Georgia Island that is protected by a fringing reef and has many islets to visit. We had no trouble trading for lobster as many of the locals are Seventh Day Adventists — whose religion prohibits them from eating shellfish. Rob was also very successful in spearing fish for our meals. The weather at 8° South was glorious — although a little muggy.

One of our most memorable anchorages was at Uepi Island — a resort that reminded us of the El Caballito de Mar resort we built in Costa Rica before going cruising. We splurged and dined at their restaurant twice, enjoying all the fresh lobster, mud crab claws, shrimp and veggies that had been prepared to perfection! The snorkeling at Uepi, which is located at a pass into the lagoon, was simply magic, with beautiful corals and abundant sea life.

Unfortunately, it was about this time that we had to start thinking about refueling and moving on to Australia for the onset of cyclone season in the Western South Pacific. This is actually the breeding ground for cyclones, so they rarely get anything over 70 knots, but the summer season is also very humid and buggy. Our growing list of maintenance projects for *Maude* also made it important that we continue on to Oz.

We only did daysails throughout New Georgia, as the maze of coral reefs makes navigation very difficult. Many places are either inaccurately charted or uncharted,



so we depended on 'mud maps' that previous yachties have sketched, copied and passed down for years. The reports also indicated that the best place to get diesel was at Noro on the west coast of North Georgia Island, where there's a major fish cannery for the Solomons.

We arrived at Noro on our 11th wedding anniversary. Our plan was to fuel up and then continue on to a nice anchorage. Unfortunately, the government declared a public holiday for National Clean-Up Day, so the banks were closed and there was no fuel to be had. We ended up tying up to the fuel dock for the night, and got to watch all the commercial boats unload their catch of the previous week. As if that wasn't enough to make Mary an unhappy camper, we then got battered by an hour-long squall.

When the sky finally cleared, one of the cannery supervisors gave us a yellowfin tuna to go along with the bottle of chardonnay we had chilling in the fridge. Even though our anniversary dinner consisted of nothing but sashimi, Mary had become a happy camper. After all, we hadn't caught any tuna in a long time. By

Here's a happy group of sailors reading Latitude on the back of 'Mahina Tiare' during the trip from Seattle to San Francisco. Late March is a little early to head south, but skippers John and Amanda Neal plan to be in Europe by the end of June, and the far north Atlantic by the end of summer, so waiting any longer wasn't an option. Despite some strong winds, they had a nice 4.5 day trip, their fastest ever down the coast.

MAHINA TIARE



the way, we never saw anybody clean anything up, so we're not sure how successful the holiday was.

After fueling up, we spent a couple days meandering around Vono Vona Lagoon, then continued to Gizo Island to provision and check out of the Solomons. Gizo is a little shanty town that still uses many of the quonset huts left over from World War II. It also had dirt roads and a plethora of shops run by local Chinese. They also have an outstanding fruit and veggie market a couple of days a week, which is where we stocked up on provisions. We also bought a few trading items that we could use for our next destination: the Louisiades Archipelago of Papua New Guinea — which is about halfway to Australia.

After sailing 200 miles south of Gizo, we made landfall at Laughlin Atoll, just a speck on our chart of the Solomon Sea. As a result, we again had to use a mud map to guide us. Since we'd made a last minute decision to stop here, we weren't sure what to expect. It turned out to be another one of those cases of 'No expectations, pleasant surprises.'

At Laughlin, beautiful palm-covered white sand atolls surround a lagoon that is dotted with coral heads — but with water so clear that it was easy to navigate by eyeball in calm conditions. We were greeted by several outrigger canoes full of smiling pikininis, the politically correct term for children in all of these islands. After our initial welcome — and that for buddyboats *Caribbean Blue* and *Piña Colada* — we retreated to our bunk to rest up from the two-day passage. The next morning we visited the two inhabited islands — and found we were the third, fourth and fifth boats respectively to have visited the paradise this season!

These people are so isolated that they were just thrilled to see new faces!! We were overwhelmed by their generosity even though they were living below the poverty line in a dollar-based economy. Again we dug deeper into our lockers to find yet more clothes, bags of rice, pencils, paper, cutlery and so forth to give to these delightful people. In return we received a wonderful feast of delicious island cuisine: lobster, mud crab, coconut crab, (free range) chicken and several vegetables cooked in coconut cream. We were entranced by these people and started to

think this would be a place we would like to return with more donations. We did leave them with several Polaroid photos of the villagers, a real delight.

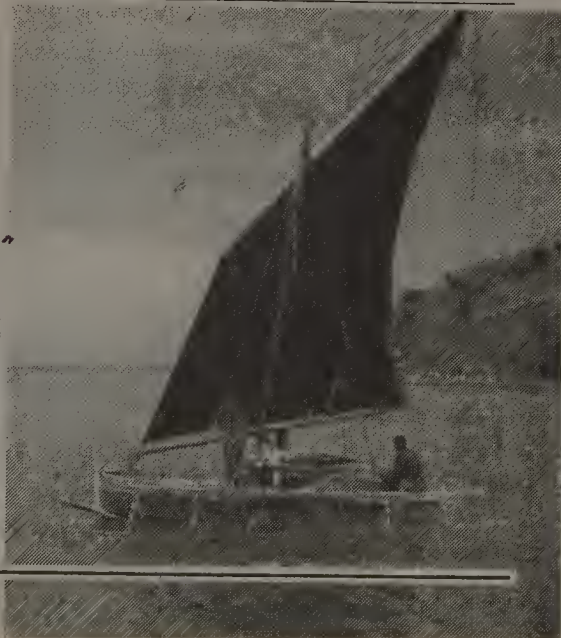
An amazing aspect of these New Guineans is that their canoes are almost all ready to be rigged to sail — and that they actually sail them to the mainland. They use 18-foot canoes — with sails made from plastic sheeting — to travel to islands that are more than 100 miles away. The kids are intrepid sailors and get a kick out of racing one another.

A change of weather prompted us to weigh our anchor on day four, when we set sail south towards the Calvados Island chain of the Louisiades. This island group is very isolated; 130 miles south of Laughlin and east of the Papua New Guinea mainland. We again had no expectations — and again we were very pleasantly surprised to find such a beautiful group of islands. The locals were delightful — and very generous with the veggies they grew in their gardens.

One afternoon I gave a young girl a meter of flowered fabric in return for a handful of limes. The next day I went on a 45-mile walk over 'hill and dale' to visit a school — and noticed this eight-year-old girl wearing a new short and top outfit made from the fabric I'd traded! She really stood out in the crowd of children who wore faded dresses and T-shirts that by most standards were due for disposal.

As at Laughlin atoll, the locals in these islands were also keen sailors who seem to really enjoy their primary mode of transportation. We were constantly amazed at their sailing skills — and the cut of their patch work quilt look of their mainsails was very smart.

In New Guinea, the locals use little boats such as this as a primary mode of transportation. They think nothing of sailing 100 miles in one.



MARY MILLER MESSENGER

CHANGES

After a four-day passage we entered Australian waters and sailed through a pass of the Great Barrier Reef on the north coast of Queensland. We checked into Townsville on October 14 to start a six month visit to the east coast of Australia to explore and take care of maintenance.

— rob & mary 3/1/00

Heart of Gold — Schumacher 50 Jim & Sue Corenmen Up From Panama (Alameda)

When we came through the Canal, things were a bit shaky. We only had to wait four days in Colon to get a transit date to the Pedro Miguel Boat Club. But then Carnival came along, the yacht advisors didn't come to work for a few days, and a lot more boats showed up wanting to transit. When we left in mid-March, the wait had gotten to 10 days — and was growing. There simply weren't enough advisors to go around.

Our transit was fine and without drama. But during the three weeks we spent at the Pedro Miguel Boat Club, we heard of three boats that suffered damage. Most of the problems seemed to occur in the Miraflores Locks when moving into the lower lock from the upper lock and getting caught by the current. Apparently, it's long been the most dangerous part of a Canal transit for the unwary.

We enjoyed our somewhat lengthy stay at the Pedro Miguel Boat Club, which is on Miraflores Lake in the middle of the Canal. It's run by great folks, and there were a particularly nice bunch of visiting cruisers when we were there. The club is convenient to Balboa and Panama City for provisioning, and with Balboa YC gone forever, it makes a nice R&R stop.

The cruisers in Z-town gather with the Corenmans to celebrate their circumnavigation — and the success of SailMail.

Our advice to anyone making the trip up from Panama to Mexico is to take a lot of fuel! We had to do plenty of motoring as there was less wind than we'd hoped for. We did get a breeze from the Gulf of Papagayo northward for about 100 miles. It started at 20-25 knots, tapered off to 10 to 15 knots, and then we just had afternoon breezes — mostly on the nose — until the Gulf of Tehautepec. When we got to Tehautepec we had 20 to 25 knots again, but only for 20 miles as we passed Salina Cruz right on the beach. There were lots of great places to stop along the way, but it was getting toward late March when we left the Canal and therefore pretty late.

We stopped at the sleepy commerical harbor for fuel, and a couple of young guys who run John y Sam's Yacht Services arranged for fuel and took us around to do the paperwork. We also stopped at Hualtuco, a nice town and harbor — except for the dredge digging to make it deep enough for cruise ships. Acapulco looked the same as before, and we still like it.

We're sailing from Puerto Vallarta to Hawaii, and then to our place in the San Juans. With the completion of our circumnavigation, we'll split the winter between the San Juans and Alameda.

— jim & sue 4/05/00

Cruisers's Party In Z-town Ed & Norma Hasselmann Rick's Place, Z-town (San Diego)

We had a cruisers' party on April 6 to warmly welcome Jim Corenman, one of the gurus of SailMail, and his lovely wife Sue, to Zihuatenejo. They arrived for a few days rest with Heart of Gold before taking on the last several hundred miles of their circumnavigation.

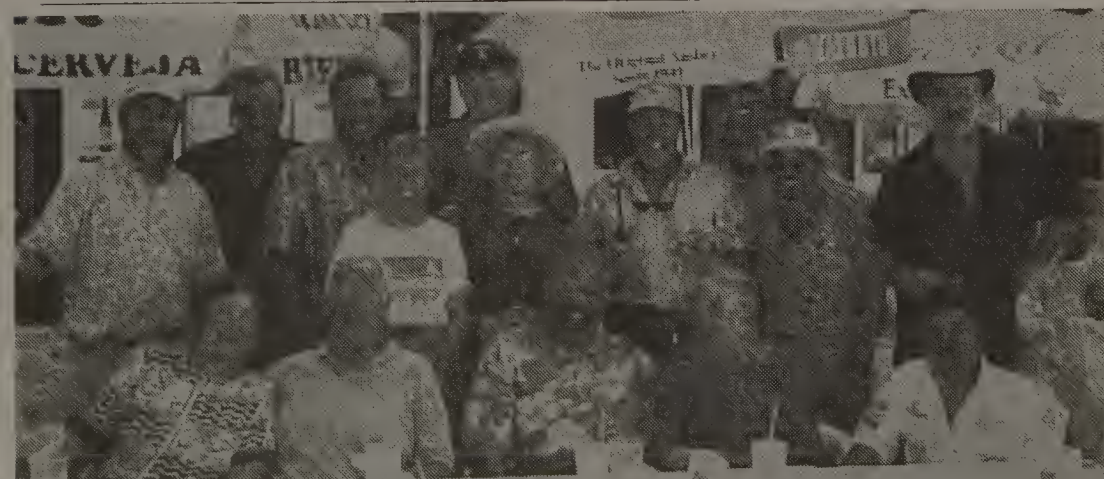
As the accompanying photo shows, fun was had by all. Jim and Sue are in the front row, third and fourth from the left.



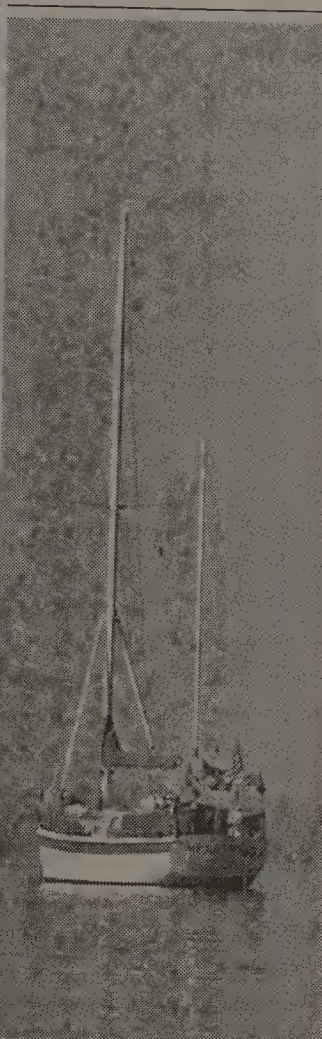
Welcoming them are Barry and Kathy Devine of *Joss*; Don and Ann Becker of *Starshine*; Bob and Nancy Leasure of *Aequinimitas*; Jim Barden and Suzy van Acker of *Ann Marie*; Bob and Marcy Krambeck of *Best of Times*; Marc and Teri Mendelson of *Tauranga*; Rick Kain of *Inshallah*; Tom Mortensen of *Anticipation*; Bob Jans of *On the Way*; and Ed and Norma Hasselmann of *Heather K*. Most of the other cruisers that were here earlier in the year had either gone back north or headed for the Canal.

During the Corenman's stop, a special Certificate of Appreciation was signed by all to be sent to Sally Honey, SysOp for SailMail. We all wanted to thank her for staying at home and working hard to keep SailMail running smoothly — while Stan, SailMail co-founder and hubby, gets to play setting TransPac records and attempting to set TransAtlantic records. And while co-founder Jim Corenman and wife Sue get to visit all the exotic ports in the world.

In any event, the party was held at Rick's Bar, which is located next to the Pemex fuel dock. Rick's has become the local hangout for cruisers. On Friday nights, any and all cruisers with a musical instrument get to show their talents



HEATHER K.



SPREAD, LATITUDE; INSET, HEATHER K.

The stuff you find wandering through the photo files! The spread is of Max Zenobi's *Bounty II* 'Maverick' anchored in La Paz Bay. Since this was in November in the late '70s, the bay was nearly empty — even though no marinas had been built yet. Inset; Rick of Rick's Bar and a musician.

at the jam session.

— ed & norma 4/18/00

Destiny — Swan 46
Peter & Nancy Bennett
Cartagena de Indias, Colombia
(Knightsen, CA)

We recently spent a month of December in Cartagena de Indias, Colombia — and we would like to tell everyone what a wonderful city it is! Having gotten a good weather window, we made a non-stop 500-mile downwind passage straight from Curaçao. We sailed so fast we had to go bare poles the last five hours so we wouldn't arrive before daylight.

Colombian hospitality begins when you enter the Boca Chica channel which leads up to the city. The Port Control says, "Welcome to Cartagena" over the radio and asks what your intentions are. After your answer, they either tell you to proceed or wait until a large ship passes through the narrow entrance. In addition, they ask that you call them with your location when you get anchored.

It's also possible to enter Cartagena through the Boca Grande channel, which

actually goes over an underwater wall. Boats that entered this way reported a depth of at least 13 feet. Even though we draw only 8.5 feet, we decided against it.

After you pass the statue of the Virgin in the middle of the harbor, you have a choice of either anchoring or going into the Club Nautico or the Club de Pesca. Aussie Norman Bennett's Club Nautico is the original cruiser hangout in Cartagena, but ever since Norman — rightly or wrongly — became the guest of the government about a year ago, things have gotten a little rundown. Club Nautico's restaurant and bar are still going strong, however, and cruisers continue to pay their bill at the end of the week.

Juana Perea and Larry Hacker, two nice young folks, have opened up The Verge Sailing Services at the end of Club Nautico. They will check you in, send faxes, send and receive emails, and answer just about any question you might have. The enthusiastic duo are a great addition to the cruising community.

It's possible to anchor off Club Nautico, but there are two disadvantages. For one thing, ferries like to speed past, and sometimes at night dark forms in dugout ca-

noes like to check things out. To our knowledge, however, nothing has ever been taken.

There is a walkway along the water between the Club Nautico and the Club de Pesca, and many Colombian families stroll along it each evening. The Club de Pesca is located at the end of the walkway in El Pastelillo, an old fort. Until recently they didn't want visiting boats, but since some slips have become available they've put out the welcome mat.

Club de Pesca's marina is in much better shape than the one at Club Nautico, and they have 24 hour security. If you need work on your boat, you'll find plenty of eager hands. The going rate is \$15 U.S. per day. Club de Pesca has a fuel dock and a restaurant.

Both boat clubs are located on *Manga*, which is an island across from the walled city. There are two grocery stores, Magali Paris and Carulla, which have almost everything a cruiser could need. Both bake fresh bread daily, and serve very reasonably-priced hot lunches. There are several banks in the neighborhood, and you can use your debit cards in the ATMs just like back in the States. The neighborhood also has a few small restaurants where you can eat barbecued chicken or pizza for about \$3.00. While most of Colombia is very dangerous, it's safe to walk around here at night, and in the winter when everybody hangs out lights — we've never seen so many — it's like a fairy land.

The old walled city of Cartagena is a magnificent place for strolling. There are many buildings that have flowers cascading down from balconies. Several of the plazas have restaurants, and at night they are crowded with people filled with music. The excellent food is reasonably priced, and it's easy to find something to

Larry Hacker and Juana Perea are the two nice folks who run Verge Sailing Services out of Club Nautico in Cartagena.



DESTINY

CHANGES

suit everyone's taste: French, Italian, Colombian, pizza and even sushi. Most have outdoor seating around a courtyard.

During December there were many events at the restored El Teatro Heredia, which is said to be an imitation of many of the famous European theaters. We attended the ballet and a piano concert there. One of the most popular things to do is have Sunday brunch at the Santa Clara Hotel. This hotel is located in an old convent, and for \$12,50 U.S. you have an out-of-the-world gourmet selection of cold salads, hot entrees and desserts. Many cruisers celebrated the first day of 2000 by attending their New Years Day brunch. Sixteen of us also enjoyed a very special Christmas Eve dinner at the Santa Clara.

There are several Internet cafes in the old town, and they typically charge \$3 an hour. One of the more innovative ones is run by a German who also provides washing machines and sells German black bread and cheeses. So all at once you can do your wash, surf the web, and enjoy bread and cheese. Old town is also home to Vivero, a big discount store that sells food, clothing and linens at very reasonable prices. Thanks to all of the lights and banners at Christmas time, old town becomes a very festive place.

If you tire of the old city, you can also go to Boca Grande — which is a peninsula just to the south of the city. This is where most of the high rise hotels and apartments are located, and most of them are relatively new. It's also home to the upscale shops and larger grocery stores. It's only a \$2 U.S. ride from the Manga.

Lee Miles, an American who has been in Colombia for many years, is the unofficial spokesman for Cartagena. He also owns the Perino Gallo shopping complex in Boca Grande, which is where the cruise

Nancy Bennett had no trouble making friends with the people in Cartagena — even the ones carrying automatic weapons.



ship passengers are taken to shop. You're not going to find any bargains there when a cruise ship is in port. Miles is a sailor who keeps his boat at the Club de Pesca, and he loves to talk about Cartagena and encourage people to visit. Cartagena is the first place we've ever been where people have thanked us for visiting — and asked us to return.

Colombia is home to 99% of the world's emeralds, so you can imagine all the shopkeepers interested in selling you a stone. Miles was very helpful in explaining what to look for — which is a good thing, because almost every cruiser we know of bought one. It doesn't make sense to wear them on the boat, of course, so they sit in a box.

Another local attraction is the nearby Rosario Islands. Lots of people spend time out there, for unlike the beaches at Cartagena, the water is clear and one of the islands is a natural aquarium. Many of the islands are no larger than the house that takes up the entire island!

We're now in the San Blas Islands, and are thoroughly enjoying the Kuna Indians and their lifestyle. But we sure hope other cruisers will stop by Cartagena coming to or from the San Blas. They won't be disappointed!

— peter & nancy 3/00

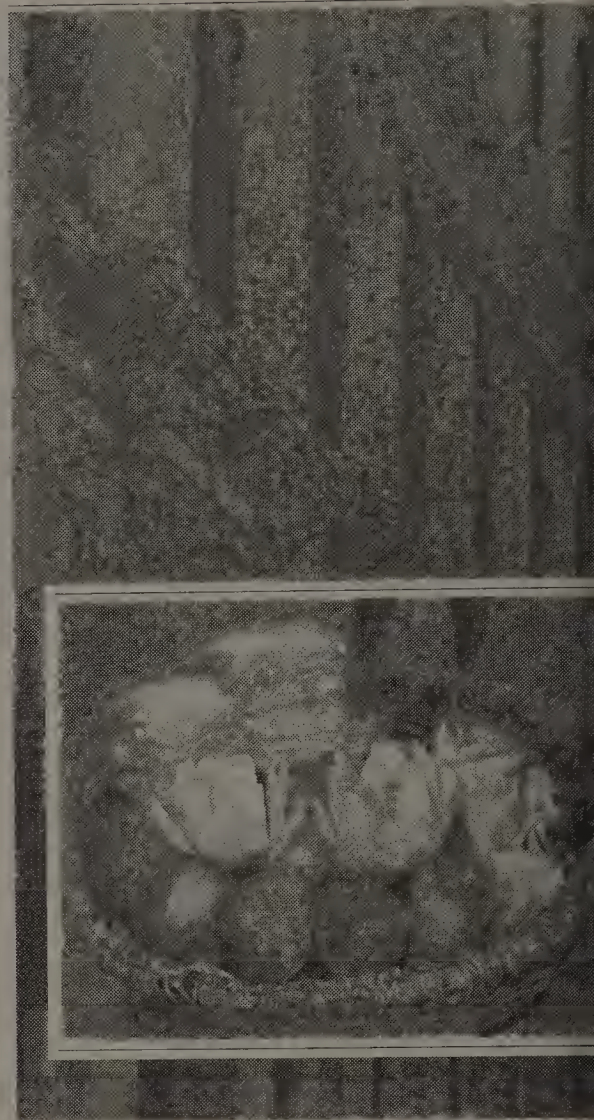
Peter & Nancy — Back when Big O was anchored off Club Nautico a couple of years ago, there were lots of locals with sticky fingers. One of the crew took the dinghy back to the boat for five minutes to change his pants. When he came back on deck the dinghy and outboard were gone!

We nonetheless really enjoyed Cartagena. For those who don't know, Cartagena has long been considered to be a 'safe city' by all the warring factions. Go outside the city — particularly at night — and you're risking your life. This is particularly true now, as the rest of Colombia has recently descended into near chaos.

Puffin — Triton 28 Terry & Lenore Ferstle Rescued At Sea (San Diego)

[Editor's note: We were forwarded the following information last fall, but hoped to get more details and further information before running it. But we never got it. We're running it at this time to remind everyone that it's indeed possible to get into trouble at sea — and with luck be rescued — when sailing on the big ocean.]

Lenore and I were about 200 miles out



of Noumea, New Caledonia, bound for Australia when we got into a low that had formed to the south. We progressively reduced sail on Puffin as the wind built to 50 knots and the seas to 25 feet. There was so much scud that it looked as though there were a thick layer of fog about a foot off the surface of the water!

With just our storm jib set, we were making about a half knot to weather, just trying to keep the bow feathering into the seas. It was uncomfortable, of course, but we were doing all right. Since the low was forecast to move in an easterly direction, our plan was to just sit it out. We later learned that the low remained stationary, which is why we had 50-knot winds for eight hours.

At about 0400 the next morning, one particular wave felt different — and we took a very bad knockdown. I initially thought that we'd rolled 360 degrees, but I don't think we went quite that far. Nonetheless, the inside of the boat looked as though a tornado had blown through. In addition, we lost everything that had been in the cockpit. The 100% jib that we'd lashed to the lifeline must have filled with water during the knockdown, because the



Spread: Cartagena is one of the great colonial cities of the world. Top inset; Colombia's fresh fruit is inexpensive and delicious.

lifeline and a stanchion had torn out.

When I went to adjust the steering and the storm jib — which was hanked on and set well above the deck so it wouldn't be damaged in a knockdown — the helm seemed funny. Worse still, the tiller was tilted off to one side — and it felt as though something was wrong with the rudder. When I tried to move the tiller, I think the lower part of the rudder broke loose. In any event, the tiller no longer had any effect on the direction of the boat.

Just then Lenore started yelling that we were taking on water. I turned on the 500/gph pump — which was just able to keep up with the inflow — and we started to look for leaks. We discovered that water was coming in from both forward and aft. We couldn't do much about the forward leak because it was beneath a partition. We're not sure if the leak had been caused by hitting something or by the hull slamming down off the back of a wave. It had been like being in a car accident: it happened so fast we're not really sure of anything.

The leak aft — where the rudder post came through the hull — was worse than the one up forward. It would have been difficult to get to even in the calm waters of a marina — and only then if all the lockers had been emptied. So all we could do to save the boat was pump the water out.

During the next 12 hours, we suffered three more major knockdowns, although none was as severe as the first. By daybreak, we had another 500/gpm pump set up to try to keep up with the inflow of water. But whenever the boat was stressed by a wave, the leaking increased. Our plan was to keep the boat afloat long enough to use the storm jib to propel and steer us 125 miles back to New Caledonia. When and if we got there, we'd worry about how we were going to find our way through one of the many passes in the reef.

Unfortunately, by noon it had become obvious that the leaks were worsening and that *Puffin* wasn't going to be able to carry us to safety. Having run out of options, I activated our EPIRB. From then on, Lenore and I took turns with the manual pump and issued Mayday calls every 30 minutes.

Nine hours later — about 9 p.m. — a military helicopter appeared above us. We

didn't have a radio, so we couldn't communicate with them. We fired a rocket flare to let them know it was our boat they were looking for. They pointed a spotlight off to the side of *Puffin*, so we climbed into our already inflated dinghy and abandoned ship. We later found out that the helicopter had only wanted to drop a liferaft, not to rescue us! Their plan was for a freighter to pick us up the next day. I wish we would have known, because we probably could have saved a lot of our expensive stuff and irreplaceable sentimental items.

As we drifted downwind from our boat, the helicopter crew had no choice but to rescue us. A diver was lowered down. He put a sling around Lenore, and the two of them were hauled up to the helicopter. After the procedure was repeated with me, we were taken back to Noumea. We can't tell you how wonderful everyone was in Noumea — particularly the crew that saved us. They were not only great during the rescue, but later on, too. I never thought we'd make so many friends with people in the military, but we did.

Ironically, a few hours after our rescue, the French and Australians were to sign an accord dealing with safety and rescues at sea. As a result, we spent many hours with officials from the army, navy, air force — and also the Australian consulate. They all wanted to know how the operation went with us, and what could be done to improve it.

The Australian consulate was also a great help once they learned that we had funds and wouldn't be a burden on them. The Consul General lent Lenore clothing and provided us with many bottles of Aus-

This photo was taken during a demonstration at the Crew List Party, but shows the kind of effort that saved the crew of 'Puffin'.



ALL PHOTOS COURTESY DESTINY

LATITUDE/ROB

CHANGES

tralian wine for a dinner with the crew that rescued us. There was just so much kindness from everyone.

We want everyone to know that we're fine and that we'll bounce back. I'll probably head back to San Diego before long and stay with my son while I look for another fixer-upper boat. This time one with a radio. Then Lenore will join me to do whatever we have to do to make the same voyage to Australia again.

— terry 10/99

Cruise Notes:

For as long as we can remember, most cruisers travelling between Mexico and Costa Rica avoided **El Salvador** like the plague. The memory of a horribly blood-thirsty civil war was still too vivid. But it turns out that the tiny Central American country now has two new and very nice facilities designed at least in part to welcome cruisers! One is at Bahia del Sol, the other is the Barillas Marina Club. They are located about one mile and six miles inland respectively, from the Bahia de Jiquilisco, at a distance of approximately 60 and 30 miles north of the Gulf of

Fonseca. The Barillas Marina Club, which was dedicated at the end of February by El Salvador's President is the more complete of the two. It has excellent new haul-out facilities and dry storage, staff that are experienced in engine, refrigeration and detail work, and unlimited fuel and potable water. Like Bahia del Sol, its mooring buoys are free!

Jim and Nancy Tracey of the San Francisco-based Hunter 430 Legend **Windance** broke the exciting story to us a few months ago, but at the time we didn't have any photos to support it. Now we've got the photos, but don't have editorial space until next month. But you'll want to read their story, as it now means there are two very nice and secure bases in the heart of Central America from which to explore El Salvador — as well as Guatemala, Honduras and Nicaragua, all of which are only a few miles away. In our opinion, this is a major development that will change the way cruisers view the Pacific Coast of Central America.

Further down the coast at **Panama**, the news is less encouraging. There are lots of cruising boats transiting the **Canal** at this time of year, but there have been more delays than ever. While the delays a month ago might have been caused by Canal Advisors being more interested in Carnival than work, there is now a more fundamental problem. David Wilson explains:

"The Advisors were mostly Pilots in Training (PITs) and members of the Pilot Understudy Program (PUPs) — and occasionally Tug Captain trainees. The problem is that for now at least, the Canal is not training any new pilots! They've been using a few tug mates to fill in as Advisors. Tug mates make great Advisors as they are pretty relaxed and competent, and seem to have a good understanding of small boats. In fact, there are fewer accidents than ever involving yachts — although on March 15 the Contessa 37 **Bluenose** suffered \$20,000 worth of damage after a stern line was apparently not secured in time. But if the delays are going to be eliminated, the Canal is going to

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You can find this — as well as many interior photos — at the Neumann's website.

any cruisers want to give out their email and website addresses, send them to richard@latitude38.com and we'll see if we can't publish a list of them every several months and/or post them on our

website. Just make sure you always include your boat's name, boat type, skipper's name, and hailing port.

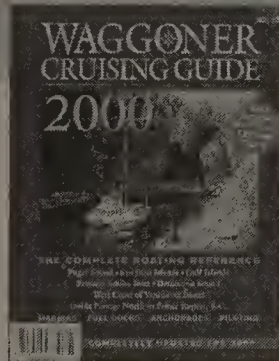
By the way, we spoke with Phyllis over the phone, and she told us that she and Bob enjoyed their first four years of cruising — between Mexico and the San Blas Islands — the best of all. The primary reason was the great cruising community. While the Nuemanns like the East Coast and the Bahamas, they and other cruisers feel much more isolated back there. "People do lots of weekend sailing on the East Coast, but there's not the same sort of cruising community as on the West Coast," says Phyllis.

"As you know, in early April there was a serious **piracy incident** at the Media Luna Cays, Honduras," Bill and Soon Gloege of the San Jose-based Morgan 38 **Gaia** write from the San Blas Islands. "A European family's unattended boat was boarded, and the father and son were fired on with AK-47s as they returned to the boat. The son was hit and subsequently lost a kidney and is paralyzed from the waist down. There are many cruisers in the Western Caribbean who are con-

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cerned about this and other recent incidents reported on radio nets. Another one involved a French family anchored near Cartagena. Their boat was boarded by armed men, and they were robbed of most of their valuables. Do you have any information on Honduran, Colombian, or United States Coast Guard reactions and countermeasures to protect the many Americans and Europeans cruising this area?"

The unfortunate truth, Bill and Soon, is **neither the local governments nor the U.S. Coast Guard** can do anything to stop that kind of activity. We taxpayers have been pumping billions of dollars a year into the Caribbean Basin to try to cut off the flow of drugs — without even making a dent. When and where they want, the bad guys rule. But the good news is that serious incidents are quite rare. The last really violent one we can remember was the sadistic murder of two Brits and two Americans aboard **Computer Center Challenger** while the big Swan was anchored off Barbuda about three years ago. The perpetrators were recently hung in Antigua.

The best steps you can take to **protect yourself** are to listen to the various nets to keep track of where theft, violent crime and murder most commonly occur — and avoid those areas. Just outside of Cartagena, nearly all of the Venezuelan mainland, and the U.S. Virgin Islands have historically been among the most dangerous areas. In addition, it's always safer to cruise and/or anchor in the company of at least two or three other boats. As terrible as this incident was, we think cruisers have a much greater chance of being robbed or murdered in a big city — such as Miami. But no matter where you go, please be careful!

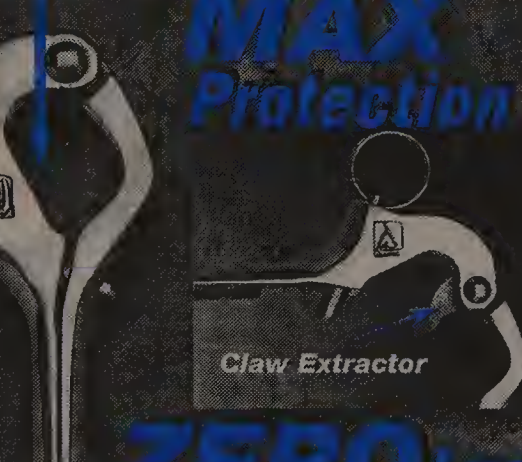
As we in Northern California start getting the pleasant weather of summer, Auckland — which is close to 38° South — starts getting the cold and wet of winter. As such, many of the cruisers who stayed over for summer, as well as locals looking for tropical fun, head north to the South Pacific. There are several organized events to promote this goal, including the

1,200-mile **Auckland to Savu Savu, Fiji** Race that starts on May 27. This event is somewhat similar to the West Marine Pacific Cup to Hawaii, as it draws a combination of hot racing boats and cruising boats for the sail to a tropical destination. About 25 entries are expected to pony up the \$250 U.S. entry fee for the race/rally, including three from the United States. The three American boats are: Tim Modders and Cynthia Wilkes' San Francisco-based Beneteau 50, **Total Devotion**; Tom and Pam Howell's Lake Tahoe-based Farr 58 **Imagine**, which many folks remember from several seasons in Mexico; and George Backhus' Deerfoot 62 **Moonshadow**. The event is sponsored by the Royal Arakana YC, and features lots of prizes — and maybe even some cold, hard cash. Prizes are nothing new when it comes to Kiwi sailboat racing. As Cate Duigan, Backhus' Kiwi ladyfriend, puts it, "What's the point of racing if there's no prize?" Another Kiwi outfit sponsors cruising rallies up to Minerva Reef, Tonga and Fiji.

"We departed Puerto Rico on March 27

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— and 117 hours later we were anchored in 'The Flats' just off Cristobal, Panama," report Dean Daniels and Chris Kingery of the Catana 43 catamaran **Thanks Larry!** *Latitude* readers may recall that the former Oracle employees purchased their catamaran new in France last summer, enjoyed sailing her around the Med, across the Atlantic, and in the Caribbean for two months before taking off for Panama.

"The trip was a good example of the pleasures of cruising aboard a large and fast catamaran," they write, "as we averaged 8.6 knots over the 1,005 nautical mile route, motoring for only the first and last two hours of the trip. Our fastest 24 hours was 227 nautical miles. Winds from the east blew at between 15 and 30 knots for the entire voyage. The first two nights we sailed under an asymmetrical spinnaker and main, then we made the horribly noisy mistake of trying to sail wing on wing with a main and a jib for one night. The last two nights we ran dead downwind under a symmetrical spinnaker only. We were a little hesitant to put up the

3/4 oz. kite in more than 25 knots of wind, but without the main to collapse behind, it rarely experienced any shock-loads. The fact that *Thanks Larry* surfed up to 18 knots didn't hurt. Our next sail will be a somewhat smaller 1.5 oz spinnaker that we can comfortably fly in 30 knots wind. Because we like the spinnaker only configuration for night sailing, we're going to make it half green and half red."

Having already married one couple onboard — while sailing under spinnaker, no less — Dean and Chris are currently on their way to Costa Rica, Hawaii, and back to San Francisco. For those interested in **realistic catamaran cruising speeds**, notice how Dean and Chris' performance report is very similar to Blair Grinols' in this month's *Letters*. None of that 'averaged 15 knots' rubbish. And they both own cats that are on the high end of the performance spectrum.

Steve and Linda Dashew sailed and motorsailed their 84-foot **Beowulf IV** from Panama to Aruba in February. That's per-

haps the worst month of the year to attempt that often difficult passage, and they got pasted with 40 to 45 knot winds and big, square seas. "It's much worse than the passage from Southern California to Northern California," was their verdict.

"There were a total of **nine robbery-assaults** committed against tourists in **La Paz** between March 28 and April 14," reports J. Hughes from Baja. "One, a real mugging, was committed against Connie Hinton while she was returning to the Don Jose Abaroa Marina. The others were against tourists on the bayfront street in the downtown area between Carlos & Charlie's and Las Brisas restaurants. Two of the people assaulted and robbed were from the *Sea Lyon*, a small cruise ship. The girl was severely beaten because she fought back in the belief she was going to be raped."

Hughes further claims, "It's not uncommon for cops to confront you when you're leaving a bar or restaurant, demand identification, then proceed to take all of your money. If you resist or try to get their identification number, you're



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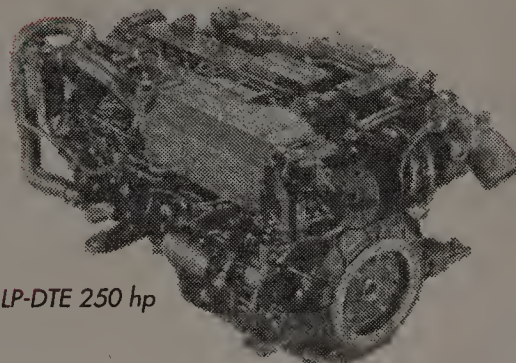
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given a severe beating and thrown in jail. Another form of harassment is the ticketing of all foreign vehicles — especially easily identifiable rental cars. The attitudes against 'rich gringos' are getting worse down here, and the local Tourist Office won't do anything about it."

While we don't doubt Hughes' crime statistics, we're a little skeptical about his other claims. For one thing, nobody else has reported an increase in shakedowns and other police abuse in La Paz. Second, there is 'skepticism by association', as Hughes makes the ridiculous claim that the cost of living in La Paz is now higher than in the United States. Who has he been talking to, the guy in La Paz who claimed the New Zealand boycott cost the Kiwis \$600 million? Furthermore, some person or persons have been engaged in a lively smear campaign — exclusively via fax — against everything about La Paz. Hughes' missive also came by fax, a form of communication we rarely see anymore. It's good to be careful when walking alone at night anywhere in the world, particularly in areas where there are popular nightspots and a great disparity of wealth.

Nonetheless, we wouldn't hesitate to be enjoying life in La Paz.

In any event, two of the biggest **recent trends in Mexico** give some reason for hope: 1) In the mid-90s, the birth rate in Mexico dropped from six children per mother to just three children. Second, a much more stable economy has resulted in more and better paying jobs. In some manufacturing sectors, women are making almost as much money as their husbands and sons who take illegal jobs in the United States.

"**SailMail is the greatest** way for cruisers to communicate," advises one cruiser in southern Mexico who would prefer to remain anonymous. "It usually takes less than 24 hours — and sometimes less than six — for us to get responses from home. When we used to make phone calls, they were expensive and we'd often get answering machines and be unable to get responses for days. Yesterday I sent some text and photographs to *Latitude* from an Internet Cafe in Z-town — and found out

it took more time to send the same size document than with SailMail! Slow internet connections are the norm here in Mexico. The only drawback to SailMail is that 'message rush hour' is like the freeway rush hour back home: it takes three times as long to get the job done. While commuters are stuck, we cruisers have an alternative — enjoy a *cerveza* while waiting for the rush hour to finish.

This cruiser reports that from Z-town he's had much better luck accessing the SailMail station in South Carolina than the one in Palo Alto. In any event, he's so pleased with the system that he says he might be willing to help fund another one. So we contacted Stan Honey for the latest with SailMail. Here's what he said:

"We just opened our third station in New South Wales, Australia, which means SailMail now covers most of the Pacific Ocean. Previously, the Palo Alto station worked all the way to New Zealand, but no further. The new Australian station means we now cover all the Western Pacific as well as the Indian Ocean. If we're not careful, we'll soon be covering the

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"The South Carolina station, which was our second, turned out to offer very good coverage in Mexico — which is where the majority of SailMail traffic comes and goes from. Before the South Carolina proved so useful in Mexico, we assumed that our next station would be in San Diego to better serve Mexico. But now it looks as though the next station would be better located in Hawaii, as it would mean we'd have three stations serving Mexico. All that's holding this up is permission from the F.C.C.

"The SailMail situation out of Mexico has much improved in the last year. First, we added the coverage from the South Carolina station, which really helped. Secondly, we realized that not everyone understood the party line, and as a result a couple of individuals were tying a station up for hours at a time. We now have connect time limits. If someone goes over the recommended 10-minutes a day maximum for a week, they start getting warnings. If it continues, they get cut off until they're back down to their 10-minute



LATITUDE/RICHARD

All hail, email! Twenty years ago, communications while cruising were very slow. When you checked in with the Port Captain, you rifled through the mail bin to see if there was anything for you. There wasn't, but there was lots of stuff that had been sitting there for a year or more.

a day average. Users need to understand the importance of their equipment, too. If they're not using a SCS Pactor II modem, the messages are taking five times as long as they should. Having a good radio, such as an Icom 700 Pro or 710, with a good ground also makes a big difference."

Getting the dirt on radar. When *Prof-ligate* was about to leave mainland Mexico for California, the radar started to act up. A check of the manual indicated that about the only owner maintenance possible is cleaning off the front of the radar dome. After this was done, the radar started functioning perfectly again. If only all marine repairs were so simple!

A *Latitude* salute to Joe Parks of the Seattle-based Fast Passage 39 **Maverick**, and Bill Berg of the Seattle-based Hudson 50 **Golden Ring**. When they learned that Dick Mundy of the Ventura-based Freedom 40 **Fantasy** had suffered an annuermism in Barra de Navidad, they volunteered to delivery his and his wife Pat's boat back to Ventura. As we all know, it's a nasty slog up the coast. The duo report they had a typical Baja bash: 10 days from Mazatlan to San Diego. In fact, Parks said

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CHANGES

the time was actually pretty good, as last year it took him 10 days to bring his own boat from just Cabo to San Diego. "We had average conditions this year: 15 to 18 knots in the afternoon, with six to eight foot square waves — which made it really bouncy and roly. At night it would quiet down a little. Oddly enough, the worst part of the whole trip was off Isla Isabella before even starting the bash, when it blew 25 knots on the nose."

Parks and Berg left Cabo at the same time as Gary, a singlehander aboard the Islander 36 **Isis**. While the duo stayed about 20 miles offshore, Gary stayed within about 1,500 yards of the beach. Since he reached Mag Bay at the same time with a smaller boat, they figure he had a better way to go.

By the way, Berg takes issue with yacht broker Chris Borden, who in the last issue criticized the 'Garden 50' design for, among other things, "not being able to tack even with the engine on." Berg and his wife have owned and lived aboard their Hudson 50 — a slight variation of the design — for the last 16 years, up in Washington and down in Mexico. And Berg,



LATITUDE/RICHARD

Bill Berg and Joe Parks, pitching in and to help fellow cruisers when they need it the most. 'Latitude' salutes you!

who had owned a long line of sailboats before the Hudson, says Borden doesn't know what he's talking about. He says that *Golden Ring* sails well, is easy for just

he and his wife to handle, is well built in many respects, and has plenty of interior room. He also notes that "displacement equals comfort on the ocean." So there!

A number of sailors seem to be trying the old offshore clipper ship route to return from Mexico to California this season. Tony Clarke in the Ocean 71 **Second Life** was first, and reports it took him 13 days from Clarion Island. Other than getting clobbered off Point Conception, it was a good trip.

Jim Barden of the Out-Island 28 **Ann Marie** in Z-town reports that so many boats are trying the clipper ship route this year that from May through June there will be a special net just for them on 8.122, 8.119, 8.115 upper sideband at 0700 Pacific time each morning. Anyone who wants can tune in. Barden also reports that the **Angio Net**, which meets at 0600 on 8.122 — and alternatively on 8.119 — will also be following boats headed up the outside.

If you bash back up the coast or by the clipper route, we'd love to hear how it went. Heck, no matter what you're doing out there, we'd still **like to hear from you.**

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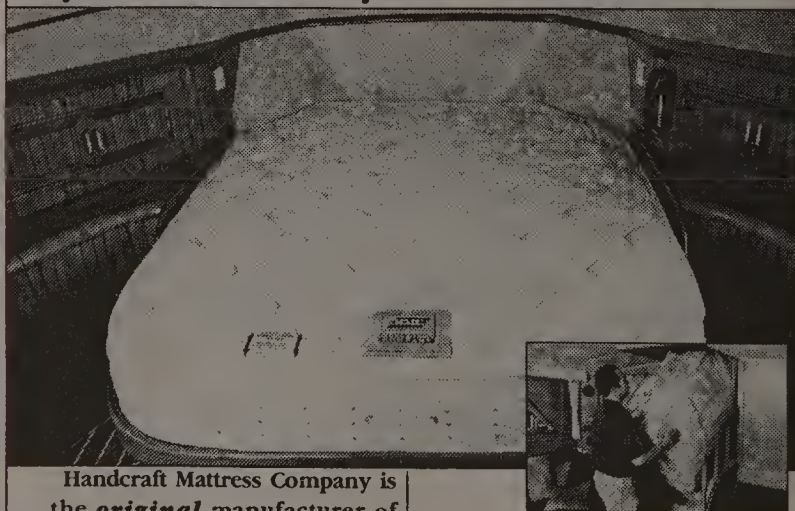
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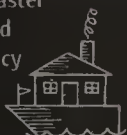
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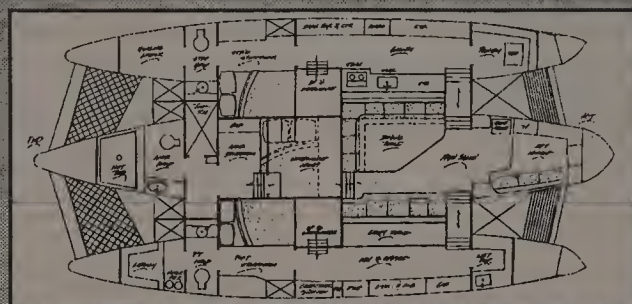
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18-FT LIGHTNING, 1964. #9169. F/G, third owner, have all original papers. \$1,400 or trade for old Finn or OK dinghy (the OK dinghy one-design, not an "ok dinghy") or similar, but not a Laser. Steve (650) 322-0854. jiffyheart@yahoo.com.

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AVON ROVER 310 INFLATABLE (floor boards) \$1,000. Nissan 8 hp short-shaft outboard \$800. Large dinghy wheels (Happy's Wheel-a-weigh) \$80. All used one season. All excellent condition. Also, other misc. gear. Jim (408) 605-1163. www.yares.net/boat.

WANTED: FATTY KNEES DINGHY. Any condition. Also, I am thinking of getting a group buy together to save on trucking costs from the factory. For sale: Edson 36" Destroyer Wheel \$125. Contact: Mark@Rafiki35.com (707) 751-0895.

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MOORE 24 #118, flush deck. Boat and trailer great condition, 7 sails 2 almost new, spinnaker gear, Harken self-tacking traveler, dual compasses, lifelines, many extras. Used 10 seasons, mostly light winds. Lles NY. \$10,800 Days (212) 235-6229, eves. (631) 261-4920 www.5.50megs.com/artkelley/moore24.

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MOORE 24 #47 GREAT PUMPKIN. Complete make-over, open transom, flush hatch, new gelcoat non skid, the Pumpkin was orange is now gloss white, 2 suits sails, 3.5 Nissan OB, trailer \$14,000. Stockton (209) 477-8975 eve (209) 951-8468 days.

CATALINA-CAPRI 18, 1991, Wing Keel, Nissan 5 hp, main, storm and 110, sail bags, porta-potti, 24 qt cooler, stove, bilge pump, stern ladder, trailrite trailer \$4700.00. Call 510-889-7096.

CAL 20, 1965. Sailable condition but needs work. In the water, no trailer. One main, 2 headsails. Pretty, sweetboat. \$400. Johnson outboard, \$200 extra. In Tiburon. Chris Weaver, (415) 383-8200 x103 or chris@latitude38.com.

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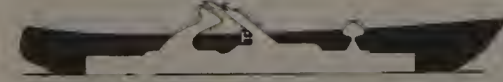
PACIFIC DOLPHIN 24' 1977 Main, 90, 110, cruising spinnaker, Bruce, Danforth, VHF. Speed Depth compass, Charger, Evinrude 8. \$7,000 obo. Call Ray at (650) 369-8482

J24, 1981, #2163. Great condition, ready to sail. New paint. New Nissan 5hp OB. Dry Sailed. At Schoonmaker Dry Storage in Sausalito. Trailer Included. \$9500. Graham (415) 440-5994. Pictures available via email graham_degen@hotmail.com.



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HERRESHOFF '73 BRISTOL 22. Ready to sail. New in 98-99 standing-running rigging, main & 110%, portlights, decklights, depth/knot meters, VHF, hull deck joint resealed, bottom job, topside paint, no blisters, no rot. Dry, clean boat. Enclosed head, rebuilt 9.5 OB & much more. All lines aft excellent for singlehand or family outings. Bought new boat. 9K invested asking \$4,500 obo. Contact hawkle@inreach.com.

SEAFARER 23, 1983. F/G, fixed keel, very good condition. Berth 2+2. Fresh haulout march, 2000. New bottom. Reconditioned/painted top deck. External woods reconditioned. Includes outboard motor. Mainsail, jib, storm jib. Head, stove, anchors, compass, new battery. \$4,900. (415) 585-9040, email: JJA723@yahoo.com.

MOORE 24. Hull #22. *Banana Republics* located at Brickyard Cove Marina, dry storage included. Many sails, spin gear, ground tackle, battery/auto tiller set up, fresh 4 hp, trailer. \$6,000. (415) 641-4818.

SANTANA 22, 1973. Perfect Bay boat, ready to sail. Excellent condition: new Harken roller furling, good main, all lines lead aft, anchor, knotmeter, strong 5 hp Nissan. One of the nicest Santanas in Bay. A must see. \$5,000 obo. (415) 831-1634.

CLASSIC GAFF CATBOAT, 14.5-FT. Hard chine, 5-ft steel centerboard. Green; wood with gelcoat. Built in 1980; newly restored. Needs new mast. Custom trailer, cover, Nissan 3.5 engine, supplies. Great shallow water boat. Contact Alice at (415) 457-8997. \$3,800 obo.

WANTED: MULL 22 POCKET ROCKET. Reward for info leading to purchase. Help liberate one of these beauties to a new home in the Columbia Gorge. (509) 493-3003 or tbissell@gorge.net

25 TO 28 FEET

26-FT WESTERLY CENTEAR, 1972. Twin keel, heavy pocket cruiser, 6 berths, 6 ft headroom, 9 sails, epoxy bottom, newly rebuilt Volvo MD2 diesel. \$11,600. Morro Bay, (805) 434-1037.

26-FT IMPULSE keelboat. Great condition, fractional rig, fresh water boat, 8 hp Yanmar dsl motor. Refinished bottom and trailer. 2 spins, 3 headsails, 2 mains. PHRF 138. \$15,500. Michael Moore (530) 243-1111.

CAL 2-27, 1977. New Quantum main and jib 3/00, new Harken furling/standing rigging (Svendsen's 2/00), bunch of new Harken deckware, Farymann diesel (serviced @ List Marine 3/00), surveyed and new bottom with new thru hulls/gate valves (Anderson's 9/99), lines aft, dodger, head w/holding, radio/electronics, PFDs, etc. This was my dream, but new job = no time. Solid proven Bay/coastal boat; anchor at Ayala, blast out to Drakes Bay. This ain't no Catalina...\$12,000 obo. (510) 704-2902.

ERICSON 27, 1974. Roller furling, dodger, wheel, new batteries, new bottom, new top rigging, new interior, microwave, 100v, AM/FM stereo, cockpit cushions, too much to list. Like new cond. Recent survey. \$11,500. No disappointments. (925) 228-2852.

C&C 25, 1974 with strong Honda 7 1/2 4-stroke outboard. Full race or cruise. Clean, fast, safe and very pretty boat from a famous builder. Shore power, legal head. \$6,500. fkoucky@ix.netcom.com. Frank (831) 659-8877.

ISLANDER 28, 1983. Fully equipped racer/cruiser. Like new Pineapples 135%, 95%, 15 hp Yanmar, documented, no blisters, Autohelm, very clean. \$19,000 obo. (650) 969-5248.

COLUMBIA 26 MkII. Located in La Paz, Mexico. Sails: main, 110, 150 and spinnaker. Marine head, auto-tiller, GPS, butane stove, VHF radio, knotmeter, compass, 8 hp OMC outboard. Shore power. Solar panel, regulator, batteries. \$5,000. Email pics avail: tucket@balandra.uabcs.mx. Tel: 011-52-112-46411.

CATALINA 27, 1974. Located Alameda. Very clean, new bottom 4/99. Reliable 6 hp '96 Johnson OB, llnes led aft, new depthmeter, new porta-pottl, stove, sink, new standing rigging, new racing and cruising sails, cockpit cushions, shorepower, VHF. \$6,000. Mitch (925) 866-2995. mitch@protekmfg.com.

CATALINA 27, 1982. Tall rig, relatively new standing and running rigging, Universal diesel, traditional layout, tiller, 85%, 110%, 130%, relatively new full batten main, EZ Jacks, VHF, depth, speed, CD, microwave. Located in Alameda. Very clean. #13,995. (831) 636-2736.

THUNDERBIRD 26', 1969. Fast and friendly, very good condition both structurally and aesthetically. Low-maintenance fiberglass over plywood construction (see WoodenBoat #149). Main, working jib, genoa, Honda 10HP. Includes Bolger "rubens nymph" dinghy. Berkeley upwind berth. \$4500. (510) 215-1341, kwilson800@aol.com.

COLUMBIA 8.3 (27'), 1977. Excellent condition. Fresh haulout 7/99. Full keel, great Bay boat. Stiff and balanced. Harken roller furling, autopilot, Atomic 4, two batteries w/charger, gorgeous liveaboard interior. VHF, Loran, shorepower and more! \$9,500. Call (415) 543-7333.

NOR'SEA 27, 1979 Hull in new condition. Roller furling. Aft cockpit. Dodger, Autohelm, Yanmar engine (low hours), hot/cold pressurized water, Force 10 stove/oven, completely remodeled interior in bristle condition. Loran, VHF, good storage. \$37,000. Please contact (707) 935-6292 or work (707) 794-4457.

CATALINA 27, 1981. Traditional interior, tiller, reliable & quiet Atomic 4 started every weekend, Harken roller furling jib, new hal-yards led aft, canvas cover over wood trim. Hauled, painted Dec '99. \$9,000. Ballena Isle Marina, slip B24. Call (707) 542-5817.

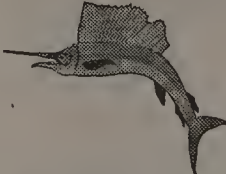
MacGREGOR 26, 1987. Recent 5 year bottom paint. Good condition. 1992 15 hp o/b w/electric starter, roller furling jib, VHF radio, enclosed head, water ballast. Currently berthed at Bencla Marina. \$7,500. Call (707) 748-7255.

ERICSON 27, 1973. Inboard. Very good condition. Recent survey. Extra sails. Stove w/oven, gimballed, navigation equipment. \$10,500, includes inflatable raft and motor. (707) 539-5809.

ISLANDER 28. Fully equipped racer/cruiser with all the equipment. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno 1621 radar with custom stainless mast. Volvo, GPS+. \$25,000 or trade up, 32/35' + cash. Call Arnie, (415) 239-1844.

COLUMBIA 28, 1968. Legal, comfortable liveaboard. Good sails. 110 volt A.C. Gfi circuits. Regulated city water. 20 gal. Holding tank. 10 hp Honda 4 cyl. \$3,500 obo. Also Volvo dsl MD17C, 35 hp, runs good, \$1,500 obo. (707) 553-9025.

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CATALINA 25, 1980 Poptop, swing keel Honda 75, Nice weekend. Stove, head, jib genoa. Needs misc. work. \$2,500 B.O. for quick sale. Call (510) 559-8942 or (510) 482-1866

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ERICSON 27, 1984 Good condition. Yamaha 9.9 4-stroke, (1995-like new) roller furling, tabernacled mast, spinnaker, VHF, AM/FM/cassette, knotmeter, depth/fish finder, autopilot, charger, sleeps 6 (main cabin double bunk/table). Head w/holding tank, Santa Cruz, L-22. \$10,500 obo. Call (831) 685-1815

SANTANA 27 Great bay or liveaboard, newer pineapple sails with harken roller jibe, and full batten main with lazy jacks. New paint outside and inside the cozy interior, hot and cold H2O, propane stove, refrig, lots of food storage, 6 hr Yamaha o/b just serviced. New Dodger and cockpit cloths, VHF radio, Signet smartpack. AM/FM cassette radio, with survey, \$6,500 or trade for bigger sailboat. (510) 535-0457.

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MORGAN OUTISLAND 28. Atomic 4, gas. Nice interior. BBQ, VHF, club ft jib, 2 suits sails, 4' draft. Very roomy, many extras. \$7,500 obo. (510) 337-3220. Alameda. I'll call back eves.

29 TO 31 FEET

1983 BABA 30, Perry designed world cruiser. Traditional cutter rigged, teak decks, Yanmar diesel, H/C pressure water, documented vessel. Recent bottom paint. New water pumps, exhaust system. Minor TLC needed. Located in Long Beach. \$55,000 obo. Broker co-op. Aaron, (562) 428-8795.

YANKEE 30, 1972 MkII, PEREGRINE. Very good condition, Atomic 4, lots of gear, excellent sail inventory. Legendary Bay or bluewater boat. \$13,000. (510) 669-1673.

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CATALINA 30, 1977. Excellent condition, very clean. Atomic 4, roller furling, autopilot, lots of sails, summer blmini, 3/4 winter canvas, new interior, counter tops, head and refurbished wood inside. At Stockton Sailing Club. \$18,500. Joe (209) 957-0854.

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CATALINA 30, 1978. Atomic 4, club foot jib, wheel. Pressure water, 12v refer, CNG stove. \$13,500. (415) 339-9153.

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32 TO 35 FEET

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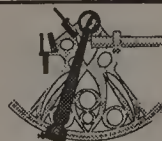
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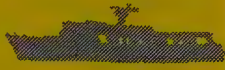
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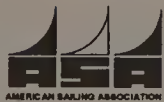
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ISLANDER 34' SLOOP, '77. Offshore/Bay/coastal; Hand-laid-up fiberglass; New in '97-topside L.P.U., Thru-hulls, running and standing rigging, Rairitan Head + 20 gal. holding, canvas covers. A/P with remote programmer. smart charger + 800 watt inverter, Echo 222 fish finder; Line led to cockpit; head-sails (?Delta) new '98. SeaLock pressure water-40 gal; Volvo 15HP diesel-new tank. EZ jacks, double-reefer main, electric windlass, CQR and Danforth, 8 bronze ports. Serious only. \$24,500 '99 survey available. Mike@ (707) 642-5518.

CHALLENGER 32, 1977. Solid boat with Perkins 50HP diesel, roller-furling, oversized rigging. Slip possible. Sacrifice at \$19,900/offer. Call (510) 814-0400. See picture at www.bayislandyachts.com/biy_frame_mono.htm

32-FT BUCCANEER with swim platform, center cockpit sloop, 3 cyl. Volvo diesel. Very roomy liveaboard. F/G sloop, 1977. VHF, propane stove, roll furl jib, extras. \$10,500 obo. (510) 337-3220, Alameda. Call back eves.

36 TO 39 FEET

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NORSEA 37 HULL AND DECK ONLY. No work has been done on either since being removed from mold at Norsea. Stored in warehouse in Washington. Comes with cradle. See www.norseyachts.com for photos. Great project. (253) 859-2957 or email mklafte1@aol.com. \$32,000.

FOLKES 39 1986. Quality steel boat in good condition. VHF, GPS, Yanmar Refer, good ground tackle, new sail covers, bottom sandblasted and epoxied in '98. (805) 650 7827. Asking 52k.



COLUMBIA 36 1969. Diesel, wheel steering, dodger. Set up for Delta. \$21,500. (707) 399-8137.



FREEDOM 39 EXPRESS, 1992. Legendary Ron Holland designed cat ketch pasagemaker reluctantly for sale. Recent upgrades include hydronic heating, Sailomat vane, ICOM SSB & modem, 4-man liferaft. Features hard dodger, bimini, partial cockpit enclosure, proper cruising electrical, Alpha 3000 AP, North sails, electric windlass, 45 lb Fortress, HT chain rode, 22 Danforth, MaxProp, Galerider drogue, 406 EPIRB, dinghy, refrig, mostly Harken hardware. Please serious inquiries only. \$119,000 obo, listing with broker (less some gear) soon. Call (510) 521-2941 or <http://www.optimalsolutions.com/f39.htm>.

SANTANA 39, HULL #8. Diesel Adler-Barbour, propane stove. LP'd mast & spar, new batteries, teak & holly sole, re-chromed Lewmar winches/haute pipes, 44#Bruce & 30#Danforth, Harken RF, North Sails, B&G wind point. \$65,000 obo. See @ Yachts-online.com (858) 967-3582 wk or (858) 755-7740 hm.

HANS CHRISTIAN 36. Recently refitted with new 50hp Yanmar, oversized rigging, new electric and plumbing systems. Fresh Sterling paint on hull and house, full teak interior. Too many custom things to list. Great offshore/liveaboard. Stunning. Must sell \$72,000. (206) 527-2413.

ISLANDER FREEPORT 36. Plan B, 1979. Roller furling main and genoa. New electrical system, refrigeration, water heater, GPS, radar. Below deck autopilot, dinghy, outboard, solar, Perkins 4-108. Electric head, microwave, stereo, TV, VCR. Berthed in Stockton. \$69,500. (209) 598-4554.

CORBIN 39. Aft cockpit, proven offshore cutter designed by DuFour for fast, safe and comfortable world cruising. Flush deck with low profile pilothouse, well equipped and offshore ready. Beautiful oak and mahogany interior. Launched 1984, refit 1998. \$115,000. Please call (604) 418-6015, northwind@nwserv.com.

LAPWORTH 36. Hull 14. Mahogany on oak (strip planked). Rebuilt Yanmar 27 hp, 200 hrs, refrig, GPS, Harken furler, extra fuel and water tanks, new v-berth cushions, new paint every year, extra sails. \$16,000. (831) 688-1799.

ISLANDER 36, 1974. Original owner. Never raced or blistered. New Harken. Roller Furling and Traveller. New North sails. New standing rigging. Fantastic cond. \$55,000. (916) 969-7186 hm. (916) 712-3030

37-FT CRUISING BOAT. Ketch rig center cockpit. Just finished a two year Caribbean circumnavigation. Perfectly maintained. Has all cruising gear, too much to list. Truly ready to go now. Located in So. FL. \$85,000 obo, by owner. Inventory list available. Email: mangopam@aol.com.

VAN DE STADT, 37. Professionally built, fin keel, steel cutter. Bottom job 4/00. Loaded: Airies, radar, windlass, dinghy, Force 10 oven, refrig., tools, wind and solar gen., many sails. Nice main. A special boat! \$39,000. (818) 378-3120.

LAPWORTH 36, 1963. TransPac Hawaii twice. Many medals, sail/liveaboard. New Force 10 oven, new refrig, replaced rigging, mast completely refastened. Reliable Westerbeke engine, good ground tackle, more. Comes with slip at Pillar Point Harbor. \$25,000 obo. (650) 728-1604.

O'DAY 34, 1981. Roomy coastal cruiser, Baja vet. New rigging '97, dodger, windvane, EPIRB, GPS, VHF, DS, knot log, H&C pressure water, fresh and salt pumps, diesel, propane, battery charger, additional shelving, recent haulout. \$36,000. (916) 722-6950.

PALMER JOHNSON STANDFAST 36, 1974. Cored F/G. TransPac vet, racer-liveaboard. Stainless steel rigging. '99 overhaul: Harken roller furling, main traveler, batteries, charger, interior, 13 racing sails. \$40,000. <http://users.1mi.net/pattas/imagine.html> or (510) 883-0166.

38' ISLAND PACKET CUTTER, 1991. Top rated for safety, seakeeping and cruising comfort. Roller Furling, dodger/bimini, Lewmar S/T's, electric windlass. 700 hours on 50 HP Yanmar. Heart inverter, high output alternator, Raytheon radar, Autohelm 6000AP plus knot, depth, wp/ws, tri data repeater. Trimble GPS, chartplotter, Loran, CD player, SAT TV, 14 cubic foot reefer/freezer. Avon 6 man raft, MOM, 406 EPIRB, 9' Fatty Knees in davits/arch. Much more! Ready to go again. No brokers please. (831) 633-8434

O'DAY 37, 1979. Best on the Bay. 800 hours on Volvo diesel. Refit in '95. \$35,900. (925) 938-1307.

INGRID KETCH 38, 1939. Chrysler Nissan diesel, low hrs. Teak decks, Port Orford cedar hull needs TLC. \$15,000 Must sell to continue my restoration of Stornoway. Call Kay (415) 305-5591.

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40 TO 50 FEET



50-FT MORGAN, 1984. Luxury performance cruiser. One of only 14 built in this Morgan design. Extensive upgrade in 1995: new Yanmar 75 hp diesel, Northern Lights 5 kw generator, Grunnert refrig/freezer, Village Marine 450 gpd watermaker, SGC SSB, Raytheon radar & GPS, Monitor windvane, Maxprop, Plastimo. Trans-Oceanic liferaft, Avon R-350 dinghy, two outboards & tons of other equipment. Recently completed major South Pacific tour & ready to go again! \$199,000. Call (510) 793-3426 or (714) 969-6594 or email: MdB@BDIS.com

42-FT GARDEN PORPOISE KETCH. Start your cruise in paradise on this professionally built proven world renown cruiser. Strip planked Port Orford cedar over oak frames. Perkins, vane, 9 sails, 10-ft Achilles. Featured in Renee Hemingway Douglas's book "Cape Horn", this comfortable, seaworthy & strong world cruiser is ready to sail the South Seas for the price of a cruise ship ticket. Priced to sell quickly at \$29,500. Lying Pago Pago. Fax: (684) 633-1133 or email: dolphinamica@yahoo.com for details.

GANLEY STEEL 40. Custom made in New Zealand, very fair hull. Experienced cruiser, fin keel, autopilot, sails well all conditions. Lots of equipment including 3 spinnakers & scuba compressor. Call for a complete list. \$130,000. Santa Cruz. Call Chip at (831) 476-5202.

TARTAN 40, 1989. Beautiful, strong, performance, bluewater cruiser. Kevlar hull, scheel keel, cutter rigged, hard dodger, reefer/freezer, radar, HAM/SSB, GPS, autopilot, inverter, watermaker, 9 sails, liferaft, EPIRB, etc. Exceptional value, \$159,900. See complete specs and photos at: www.geocities.com/obsessionSV. Please call: (805) 984-7047 or email: svobsession@hotmail.com.

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FORMOSA KETCH 41, 1977. Totally refitted 1997. Blue water cruiser. SSB, GPS, auto pilot, wind vane, refrig, 1992 Isuzu 60, new sail inventory, major upgrades thru-out. Beautifully maintained and cruise ready. No Brokers. \$70,900. Please email: h2o2blonde@email.com or (650) 697-4080.

MASON 44, 1987. Beautiful. Endeavor blue hull, cutter rigged, Harken furling, cruising spinnaker with sock, Yanmar 55 hp diesel, 4.4 kw generator, 750 AH AGM batteries, Trace inverter, B&G instruments, many facBrokers. (858) 822-3251 days, (858) 538-5504 evenings. flickas@pacbell.net.

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C&C LANDFALL 48, 1980. Custom 3 state-rooms w/upper salon. Bluewater special 8 1/2 ft. draft, 7 1/2 Onan, radar, knot log, DS, GPS, watermaker, roller furling, biminl, spinaker, extra sails, 85 Perkins. Call Paul (858) 689-0746 or szezvogel@cs.com.

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MORGAN OUTISLANDER 41, 1973. Sloop. 38 hp Westerbeke, motor very sound. All sails reconditioned, hauled 1998. Beamy 13'. Great liveaboard. Can be seen at Pillar Point Harbor. Recently appraised @ \$48,000. Call: (650) 520-7827 or email: sestar2000@aol.com.

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COLUMBIA 41, 1973. Excellent live aboard, center cockpit, 50 horse Perkins, huge aft cabin, new interior, washer and dryer, new head, holding tank, and plumbing, shower, new diesel heater, new floor and carper, new custom mini blind & 3/8" Lexan windows, microwave, propane oven, 4 burner stove, new 13" & 9" d AC/DC/TV/VCR, new 110 volt wiring, and many more improvements, ready to live on or sail. Moving out of state \$52,000 firm. Justin (650) 947-0903.

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SIRENA 44, 1985. Finnish built, wedge deck, fractional rigged sloop, teak interior, 4K Genset, New Raytheon radar, GPS and chart plotter, New B&G's, New self tacking headsail, fuel tank cleaned and all new thru hulls. Great live aboard boat, fast and beautiful. \$175,000. Michael at (707) 647-1906 after 6 P.M.

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51 FEET & OVER

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- ☐ Define 'Ohm' as an electric measurement and not just a chant
- ☐ Handle occasionally stepping in sea-lion doo-doo
- ☐ Lift up to 50 lbs. without popping an eyeball
- ☐ Be reliable, punctual and willing to do man-overboards for Teddy bears, cameras, hats and really expensive sunglasses
- ☐ Work odd hours with a quirky team of incredibly smart, diverse people
- ☐ Provide a current driver's license that wasn't issued by my cousin Vinny

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MULTIHULLS

38-FT KISMET TRI. Cold molded epoxy, refit 1990, survey by John Marples 1999. Replacement value \$100,000 US. 2 cabins, 18 hp diesel. 4M55 solar panels, water-maker, inverter, radar, bimini, consistently upgraded. Proven world cruiser, just returned 5 yrs Caribbean. Laying BC, Canada. \$65,000 US. Phone (250) 537-6092 phone or fax (250) 538-0100.

36-FT CUSTOM BUILT TRIMARAN, 1968. Very good condition. Many extra features, electronics, Yanmar 55 inboard, low hrs. \$22,000. Fax to: Vagabond Lover, Marina de La Paz, BSC: (011) 52-112-55900 or see there.

CRUISING TRIMARAN, TRI-STAR 38. Bargain veteran cruiser, new rigging, solar panels, power windlass, 2 kw inverter, refrig, liveaboard equipped. reduced from \$47,500 to \$38,000 obo. Call (206) 463-5435 or www.wolfenet.com/~neil.

TRAMP new rigging new Nissan 5 hp 4 cycle o/b, new autopilot, good trailer, fast and stable, excellent bay boat. Asking price \$8K. E-mail: rbower@jps.net.

ELF 26, CATAMARAN, 1995 Woods design. 9.9 Nissan, furler, 3 cabins, center cuddy, dinette/double bunk. Speeds: 10 knots windward, 20 knots offwind. More info at: <http://www.multihullcentre.com/html/elf.html>. Located B.C., Canada. \$20,000 U.S., (250) 537-5751, E-mail: mastenbroek@saltspringisland.com.

30' PIVER NIMBLE TRIMARAN. Cruise Ready! Professionally built 1972. Great condition. Currently cruising Caribbean. 9.9 hp Yamaha 4-stroke, Honda generator, 80 watt solar panel, Loran, GPS, VHF, Depth-sounder, Zodiac with 2 hp Evinrude. \$15,000. mikeandmarta@yahoo.com or 905-264-6692.

CORSAIR F-24 MKII, 1975. Folding trimaran. Neil Pryde Sails: Fully battened main, jib, spinnaker, furling screacher. Honda 5-hp 4-stroke, trailer, cruising dodger, safety gear, anchor, knotmeter and depth sounder. Extended sprit, rotating mast. \$39,500 Location: Seattle (206) 933-7339 or F24MKII@Yahoo.com.

MEGABYTE IS FOR SALE. 31-ft trimaran F9A. Custom built under marine dept. Survey by New Zealand agent for Farrier Trimarans. Certified CAT 1 offshore. Aft cabin model, full galley, head with holding tank, comprehensive Navico package, including AP, good inventory of sails, all in excellent condition. Custom graphics on boat and sails. Galvanized tandem axle trailer. This is a complete package. All safety/Coast Guard equipment, domestic gear etc. included. This is possibly the nicest F boat available for sale in the U.S. \$87,500. (949) 548-0978 bus.

CROSS TRIMARAN 39. Cold molded. Aft cabin, 20 hp Yanmar, stainless rigging, Dacron sails, Raytheon radar, Icom VHF, log, depth, Force 10 stove, cabin heater, hydraulic wheel steering, Norcold reefer, epoxy, E-glass hulls 1996 and deck 1999. \$49,900. (775) 827-3117.



HORSTMAN 26. Trailer trimaran. 30K composite, launched '96, set up for cruising, loaded. Call me for particulars and see it at my home in Valley Springs. Please call (209) 786-4015.

HOBIE 33. B&G electronics, Garmin chart-plotter GPS, VHF, VC Teflon epoxy on fully faired hull and foils. 1996 galvanized trailer. Excellent sail inventory, 9 sails less than 2-years old, new rigging, excellent condition. \$27,500 obo. (805) 647-4557.

SEARUNNER 31, 1974. Open wing trimaran. One owner. Mexico vet. Every available factory option. Full 12 volt system and full set of sails. 35 hp inboard Saildrive plus watermaker, 2 Autohelms: one 2000 and one 4000. Best of its kind and much more. \$20,000 obo. (831) 429-5922.

PIVER AA 41-FT TRI. Cutter sloop. Alum. Spars, SS rig, Barlow winches, depthfinder, radio, anchors and chain. Sails, Perkins 4 cyl engine. Large cabin sleeps 6, galley, 3-burner stove w/oven, ref., head. \$16,500. Ed (916) 991-5371.

F-26C. Professionally built, used 4 times. Carbon balsa construction, carbon mast, North 3DL sails, Johnson 9.9 electric start. Galvanized trailer. Health forces sale. See at: <http://personalweb.sunset.net/~calldrin>. \$69,000 obo. (530) 899-1835. Chico, CA.

30-FT CUTTER TRIMARAN. Great condition. Fast, full keel, Harken rigging, Windjammer sails, 3-way domestic frig., alcohol stove, VHF, running water system w/25 gal. tank, new cushions, 6 hp Evinrude OB, head, sleeps 5, great liveaboard. \$15,500 obo. Call Amber (858) 270-3127.

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CROSS TRIMARAN 42'+ swimstep, 50hp Perkins, radar, refer, ST 50 Inst., lots new equipment, newly remodeled interior, 2 queens, 2 extra large doubles, 2 heads, many sails, LPU paint, etc...BEAUTIFUL BOAT! \$93,000. For info: (530) 432-1785.

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24-FT F/G LASCOMAR PIVER NUGGET Light, well built production boat. Good sails outboard, 2 axle trailer. Small cabin aluminum rig centerboard. Needs paint and fiberglass repair. Lots of potential as fast boat. Needs mainly labor. Only \$13,000. (415) 563-4421

MAINE CAT 22 Folding catamaran with trailer. Comfortable, stable, easy to sail family boat. Solid deck with pad, caned chairs. Furling jib, Harken gear, Honda 5hp, solar panel, Excellent condition, clean, ready to sail. \$28,900. Call Russ (415) 924-9402 email: catcnet@wenet.net

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SACRIFICE! SEARUNNER 40. Extremely well built, rigged and 55 hp Yanmar powered. All sails (v.g.), windvane, new flush deck hatches and steering, LPU paint \$28,000 Grab her! Health forces sale! Call (415) 332-2449

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CHRIS CRAFT 36, 1960, partially restored classic, twin Chevy 350s, new main decks, cockpit canopy, mahogany interior, electric head, holding tank, shower, 4-burner propane stove w/oven, microwave, fridge, water heater. Great liveaboard. \$12,000 obo (415) 332-3754 or (510) 236-2336.

28-FT BAYLINER 1980, 350 Volvo. Full galley, shower, toilet, holding tank, double & v-berth, new canvas & windows. Runs beautifully, clean. A nice liveaboard, fun vessel. Located Sausalito, CA. \$10,000 firm. (415) 256-7442, lv message.

42' GRAND BANKS 1969 Aft cabin, twin diesel, long-range trawler-perfect woodie. \$130K firm. No Brokers! (510) 522-2705.

38-FT LUHRS SEDAN CRUISER, 1970. Twin Perkins turbo diesels. Glass hull and decks, fully galley, 2 cabins, main salon and aft deck, fly bridge, shower and hot water, fully rigged for fishing, electronics, generator. Sausalito slip. \$39,500. (415) 331-8012.

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RAFIKI 35: Partnership available for a Rafiki 35 moored in Sausalito, Clipper Yacht Harbor. The boat is a sloop rigged coastal cruiser, with beautiful traditional lines. It was built in Taiwan in 1979. New engine and electronics. (415) 661-1928.



37-FT O'DAY CENTER COCKPIT with gennaker. Large bed & 2nd head in aft cabin. Just hauled, surveyed & engine repaired. Berthed at Emery Cove east of Bay Bridge. Will train & checkout if needed. Accepting max of 3 equity partners at a fixed monthly fee of only \$300 with up front \$3,000. This price includes fee simple slip ownership. Looking for cruising-relaxed individuals. A 60-day mutual "buy-back" option to be incl. Dream Maker Sailing Limited Partnership. Call Joe for a package. Toll free: 1-888-554-1000 or (916) 686-4222.

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CLASSIC WOODEN SAILBOAT 30 foot and possible cruiser, ample room below fixers ok, under 25K. Brit (510) 883-0483

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FREE: SHIELD CLASS SPINNAKER. Good shape. Two small tears. Menlo Park. (650) 321-6887.

ALBIN AD-21. Two cyl. Diesel, 22 hp. Excellent condition. Controls, gauges, reduction gear, shaft, engine manual. Good Atomic 4 replacement. \$1,500. George, gcw59@intercomm.com or (775) 323-7118.

MICROLOGIC GPS 150. Handheld, used 4x, in exc. cond., for \$125, new \$399. Call Angelo (707) 257-7471 or email: ofilos@netzero.net.

YAMAHA 40 HP OUTBOARD - the best! Manual start for reliability, low hours, remote throttle, set up for wheel. For RIB or your salmon boat. A new one is \$3,000, mine is \$1,100 obo. Frank, email: Fkucky@ix.netcom.com or call (831) 659-8877.

HURTH TRANSMISSION. 1.9:1 gear from a Swan. Clean and quiet. \$600 obo. Also, see my ad on parting out Perkins 4-108 and my Yamaha 40 hp outboard. Frank, email: Fkucky@ix.netcom.com or call (831) 659-8877.

PARTING OUT LATE MODEL Perkins 4-108 from a Swan. I've got it all; good head, tight short block with pistons and crank, new never used starter, new never used raw water pump, good injection pump, 4 injectors, alternator and regulator, rare Bowman heat exchanger, good Hurth gear. Price what you need at Perkins (yikes!), then call me for clean used parts! Frank: email: Fkucky@ix.netcom.com, or call (831) 659-8877.

VOLVO MD 7-A. Zero hours on professional rebuild. \$1,900. (707) 822-9063.

60 HP WESTERBEKE. Diesel marine engine. Runs good. \$1,500. (530) 347-3230.

SABB 10 HP DIESEL. Big, heavy duty, hand cranked engine, running on pallet, \$700. Laser sailing dinghy, \$400. Four 7" bronze portholes, \$60/ea; Two 12" portholes, \$120/ea. (650) 592-7059.

COMPLETE RIG, 47 ft Spruce mast 7-1/2" x 5-1/2", 17 ft boom, 19 ft whisker pole. All newly repainted & rebedded. Includes all standing rigging, main, staysail & jib. And older model 24 mile radar & mount. \$4,000. Switching to taller rig. (415) 331-5447.

KANTRONICS KAM PLUS TNC, \$300. Datamarine depthsounder (head only), DCD400, \$275. Speedmate, \$80. All items new, never installed. Also have 2-burner kerosene gimbaled stove top, \$70 and diesel heater, \$25. Mike (800) 653-3832 or smithgonow@hotmail.com.

SABB MARINE DIESEL ENGINE Model 2G, 2 cylinder FW cooled lifeboat engine with 22 inch controllable pitch bronze prop. 1500 RPM, 16 continuous horsepower. Hand built in Norway for Arctic use. Bosch injection and starter. Big cruising alternator. Easily hand-started. Approx 3000 hrs TT. Taken running from 12 ton fishing boat. Comes with \$1000 in spares. All parts available in US. \$2500 (415) 332-7248.

AVON 10-FT REDSEAL. Pump, oars, bracket, 2 hp Evinrude, \$250 ea/\$450 both. Technautics eng.-drive refrig/freezer, compressor, condenser, holding plates, list \$3k, \$600. S.G.C. SSB, tuner, antenna, \$200 obo. Classic Graymarine Tach-gage panels, \$50 ea. (925) 254-9467 AMs.

UNUSED SURVIVOR HAND 35 Watermaker, ICOM/SGC, SSB/Hams, spider antenna, Avon Redcrest, Luminox Navyseal dive watch, dive gear, professional binks spraypot/run, "Foules", motor mount, 8HP Johnson "Sail" (extras), 8HP/3.5MP Nissans, Headsails, 30 alum rig, Dodge frames, 12V Power winch, Windlass Projects, 8 HP Suzuki, basket cases, S.S. Pumpit/swim ladder. 9A.M. - 6 P.M. (415) 331-0330.

2 + 5/8's ATOMIC - 4's 4 SALE. CHEAP. 7/8's Volvo MD 6-B, More \$. Stuart-Turner gasoline sailboat inboard -Pennies. 2 velvet - drives \$250.00 apiece. For a good time - Call my ex-wife, for cheap engines call me. (415) 457-8616

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USED GEAR FOR SALE. Lewmar Concept 1 Vertical Windlass, new in box. Capstan/Gypsy 5/16, 2 foot switches, up/down, solenoid, \$1500. 300 ft 3/8 HT chain, \$500. Watertender 8.8 dinghy, \$250, Simpson Lawrence 510 manual windlass, 3/8 Gypsy, \$250. Want 300 ft. 5/16 HT chain. Alex (415) 331-5067.

SAILS FOR R33. I-38", J-13'6", 1-blade, 1-135%, 1-155%, 1-3/4 oz starcut. All in excellent shape. \$650 per bag or \$2,000 for all. (510) 534-7317.

MISCELLANEOUS

1975 WESTERBEKE 4-91, Paragon transmission, Walters V-drive. Transmission and V-drive are in good condition. Engine needs rebuild or good for parts. Located in Oregon. Will deliver between San Francisco and Seattle for a small fee. \$750.00 Tom (541) 846-7310.

ALBIN AD21 ENGINE & TRANSMISSION. Does not run. Good for parts? Free to good or bad home. You pick up. (707) 399-8137.

ALBIN 12 HP GAS ENGINE. Just removed from boat. Complete package including manual. Runs fine and is ready to install. \$1,100. (650) 968-7445. If you have an Albin 21, this would be a great opportunity to acquire spare parts.

WANTED: SMALL STABLE SAILING, rowing dinghy. Also for sale or trade 1985 Plymouth mini van. Over \$5,500 invested. Totally renovated. New NAPA engine, AT/AC, etc. Ready to move up from my 21 ft to larger pocket cruiser in good condition. (707) 459-5015.

OUTBOARD MOTORS 1985 9.9 Mercury outboard motor, push button start, throttle shift, alternator. Excellent condition. \$800 OBO. 1995 Mercury 6 hrsp. Excellent condition. \$800 Call Rich at (650) 363-1390.

OUTBOARDS: Two British Seagull long shaft 5.5 hp, \$400 \$650-never used. Two light weights 2.5 and 3 hp, \$300. Like new \$500. 12 volt cooler. Bosun's chair. Sm Danforth, Honda generator, rope, shackles, turnbuckles, lead, etc. Jerry (415) 474-1782 or 346-4951.

TRAILERS

TANDEM AXLE TRAILER for sailboats from 30-35 feet up to 12,000 pounds. Excellent condition with large steel gear box, boat tie downs with ratcheting winches, new tires including spare, anti sway bars, electric brakes, etc. \$5,000.00. Please call (707) 836-1112 days, or (707) 836-0844. Email: ltaki@mindspring.com.

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SUB LEASE MY BERTH. 45-ft (+) berth, San Francisco Marina, West Basin, near Golden Gate YC. Available immediately, till end of summer, possibly longer. (Large berth, low price!) Office phone, Chuck at (707) 747-7585.

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WANT AN UPWIND 27-FT BERTH in front of the Oakland Yacht Club? My slip is available from June 1 thru Sept. 30. \$150 per mo. Call Harvey at (916) 322-8531 days or (916) 726-1998 eves.

40' & 50' SLIPS FOR RENT at Emery Cove Yacht Harbor. By private slip owner. Beautiful, great location, with easy access to Bay. Sorry, no liveaboards. Normann (510) 522-2928.

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SINGLE SAILORS ASSOCIATION is growing & fun. All experience levels welcome. Our members enjoy cruising, group sails, daysailing, socials & other activities year round. Monthly meeting at Oakland Yacht Club in Alameda. For more information, call (510) 273-9763 or www.serve.com/oaklandyc/ssa.htm.

SAILING SOULMATE WANTED, divorced, captain, 52, handsome, 40 ft sailboat, looking for female, slim, romantic, to start sailing together & begin cruising Mexico in fall of 2000. Must be easygoing, love life, drinking, light smoking OK, no drugs. Possible long-term relationship. Email: ferdysant@aol.com or (619) 574-0358.

I VOLUNTEER TO CREW CALIFORNIA - Hawaii. Either direction. Available after June 2000. Congenial businessman, married, kids, nonsmoker, nondrinker, aircraft pilot, USAF navigator. Frequent powerboat experience, limited sailboat experience. Have ASA basic keelboat & basic coastal cruising certificates. Tony Larson (909) 793 9566.



ANYONE GOING TO HAWAII EARLY July? Need crew? Can leave from anywhere along the California coast but SF area is best. Not much experience. Will pay my expenses. Please email me at: gthompson@pleasanton.k12.ca.us or call Greg at (925) 461-6654.

BLUEWATER CURIOUS? Two berths available for a late July trip from Honolulu to San Francisco. Marples 37' trimaran. For info call or email Jay at: saline@ilhawaii.net or (808) 324-7511.

WANTED: One crew member for daysailing, midweek (for now), by 75-year-old novice sailor (married man, not hunting), owner of 32-ft boat berthed in Alameda. Terms: No maintenance work or cost sharing involved. Also: no jocks, six-packers or racing hot shots, in short, no macho bullshit. Preference: A retiree, long on brains, short on sailing experience, who would like to do some relatively relaxed and cautious, safety conscious doublehanded. (510) 525-2754, ask for Mr. Bligh.

43-YEAR OLD SWM, looking for a female sailing partner. I have a 37-ft O'Day sailboat, located at Oyster Point. Mainly looking for a weekend partner to sail the Bay Area. Email: alan.aeb@hotmail.com, phone (408) 398-7699.

2000 BAJA HA-HA crew position wanted. 50ish couple wants to crew on a 40-ft plus boat. We have liveaboard 43-ft ketch in Channel Island. Will share here or your area to get to know you. Her: 10+ years sailing, RN, surgical nurse. Him: Life long sailor and boat owner, can keep boat running, good crew. Will share expenses. Good personalities and humor. Contact Bernard at (805) 658-7221 or email: drmktr@hotmail.com.

ADVENTUROUS GAL NEEDS CAPTAIN with seaworthy boat for Bay, Delta and warm water cruising. I'm 5-ft, 110 lbs. And have a big happy smile. If your boat needs more fun and laughter, please give me a call today at: (510) 433-9922, or email: smilingmermaid@hotmail.com.

CREW WANTED: Crew to Tahiti and the South Pacific. Plan to cut the dock lines in San Diego the early part of June '00. Beautiful 40-ft cutter rigged staysail ketch. Safety comes first, then fun. Share some expenses. Emails: donadog@aol.com or fax: (714) 544-5972.

SEEKING RARE WOMAN (non-perfect variety preferred), for Easter Island, the Falklands, Capetown, Fremantle, Hobart, South Pacific and home in a sturdy, equipped, cozy 30-ft cutter. Amiable, fit, unwonderful, capable, retired regular guy seeks a woman actually interested in this kind of rigorous itinerary to be fellow traveler, helper and companion. Ron (510) 352-9281 or gypsy@firetrail.com or 40772 Blackcow Rd., Fremont, CA 94538. No experience or lots okay.

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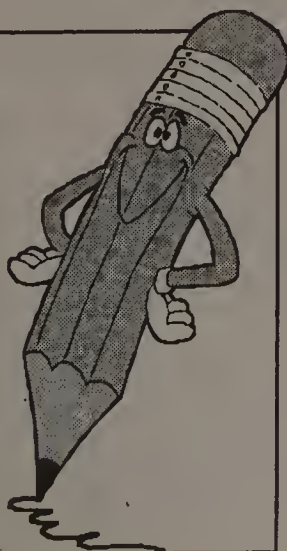
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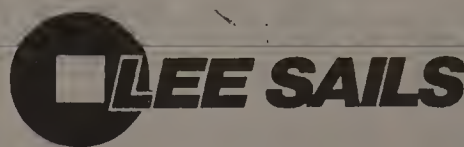
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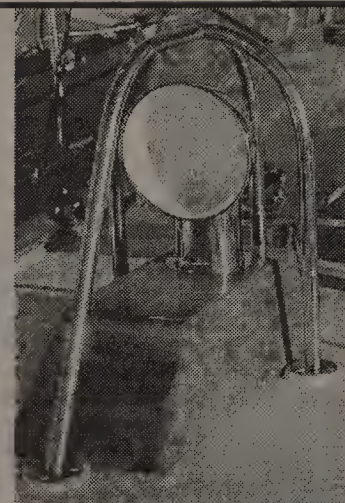
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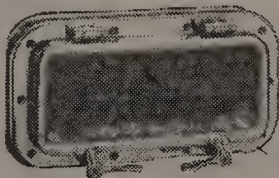
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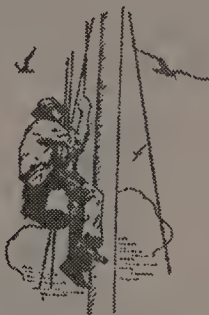
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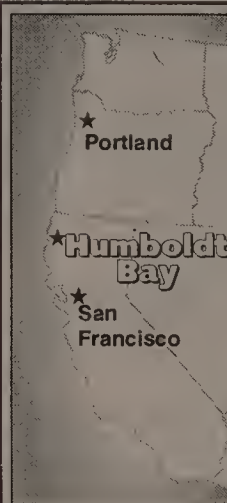
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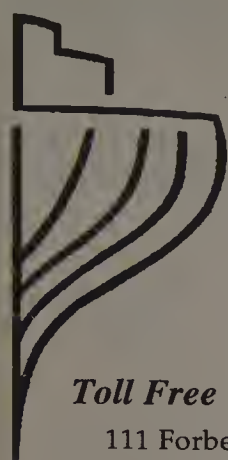
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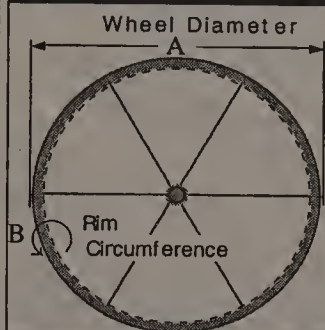


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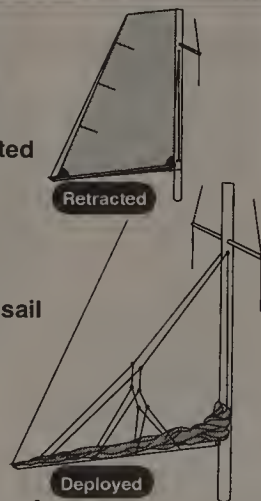
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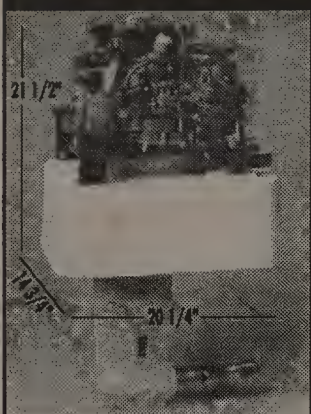
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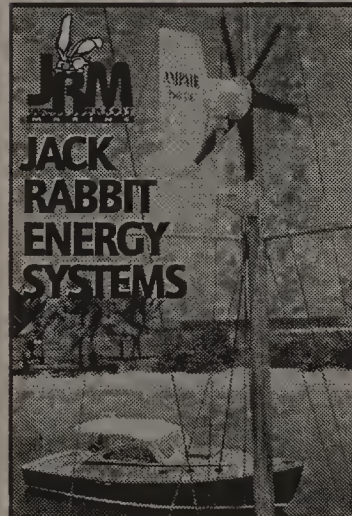
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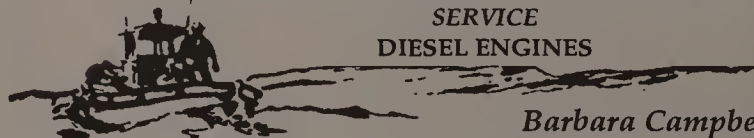
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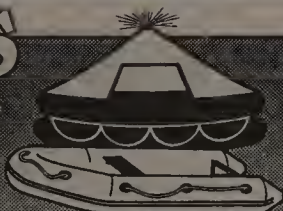
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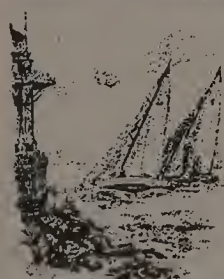
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

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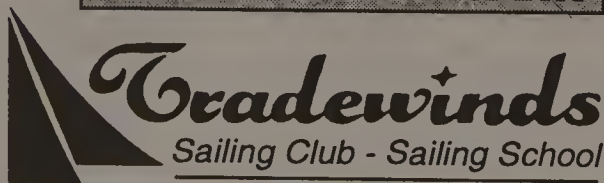
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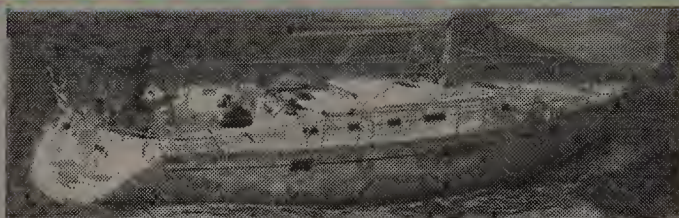


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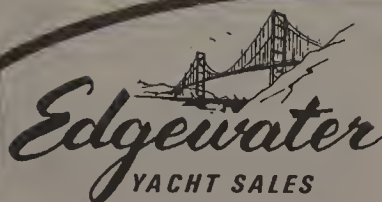
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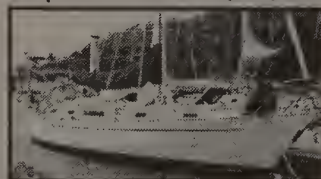
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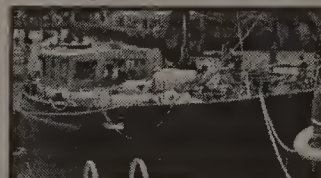
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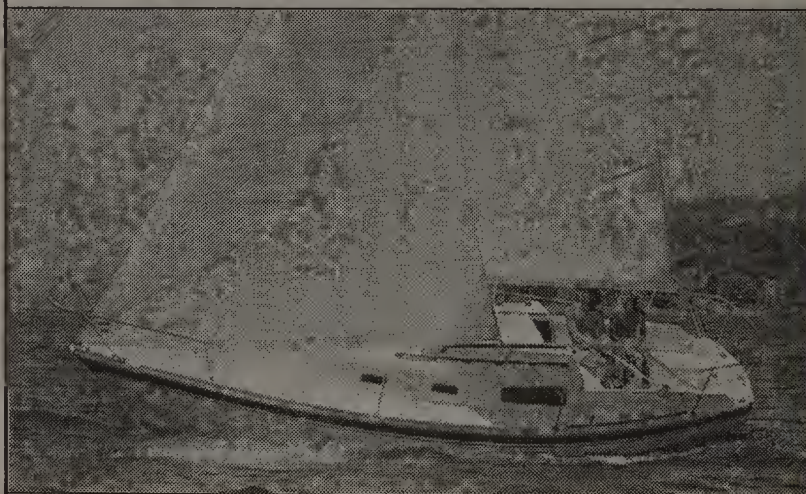
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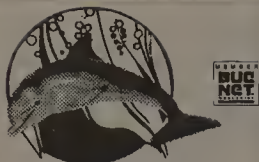
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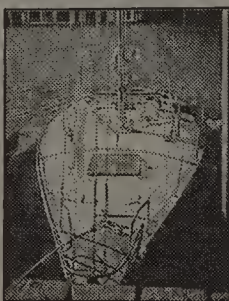
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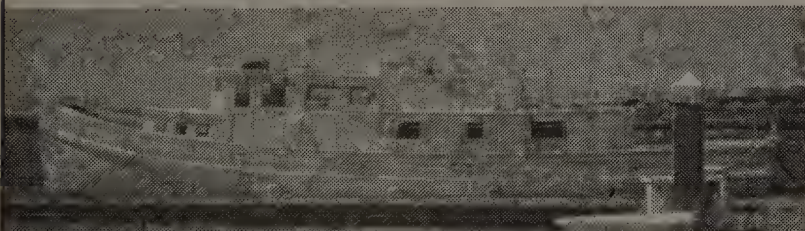


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70' Tiffany MS, '39	\$89,500	45' Columbia MS, '73	67,000	40' Canadian Sailcraft, '87 ..	112,000	36' Islander	2 from 32,900
65' MacGregor, '86	149,000	45' Roberts ketch, '79	129,000	40' Kettenburg K-40, '59	29,000	36' New York	2 from 41,000
48' Huntingford ketch, '78 ...	145,000	44' Hardin ketch, '78	98,000	39' Cal new to the market! '81	79,000	36' Lapworth, '57	19,900
47' Mayotte cat, '94	495,000	44' Fellows & Stewart, '46	29,900	38' Roberts cutter, '87	69,000	34' Herreshoff ketch, '59	48,500
46' Kettenburg PCC, '47	58,000	42' Catalina, '89	129,000	38' Morgan 382, '78	55,500	33' Cold-molded sloop, '91	27,000
45' Custom trimaran, '85	119,000	41' J/41 cruiser/racer, '85	65,000	37' Fisher PH/MS, '79	129,000	32' Westsail, '74	49,900
		41' Custom CT, '75	89,500	37' Tayana, '78	69,000		

FEATURED BOAT



BRISTOL 32 - New Listing

This vessel is truly in BRISTOL condition, as its name implies. Its crisp clean lines and immaculate interior will appeal to the discriminating yachtsman who is looking for a turnkey yacht. **\$35,750.**

SAIL		*34' WYLIE, '87	35,000
*25' MARIEHOLM	1,800	*35' SANTANA, '82	25,500
*25' YAMAHA II, '79	8,950	*40' MARINER 40, '70	OFFERS
*25' OWNER BUILT, '87	5,000	*41' AQUACRAFT, '77	54,500
*25' VANCOUVER, '83	25,500	44' CUSTOM	148,000
*26' MACGREGOR, '98	18,900	50' BENENTEAU OCEANIS	274,000
*26' 1/4 TONNER	4,500	65' MacGREGOR, '87	96,500
*30' ERICSON 30+, '83	25,000	POWER	
*30' SANTANA 30/30, '82	26,500	*32' WORK8OAT, '85	27,750
*30' ERICSON, '78	20,900	*34' FIBERFORM, '78	CALL
32' BRISTOL, '79	35,750	36' CHRIS CRAFT Connie, '62	18,000
*34' VAN DE STADT, '89	45,000	36' CHRIS CRAFT, '64	26,000

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51' Santa Cruz 50 type. Built in South Africa, light and fast. 3 staterooms Get there fast in this speedster. \$235,000



Doug Peterson 42. Racer/Cruiser, deluxe interior with queen berth aft, teak decks, excellent condition. \$167,000



Formosa 51: Ketch, 3 stateroom, 2 head, excellent condition, inside steering, sail away in style in this proven yachts. \$179,000



Gulfstar 50. Center cockpit cruising ketch, dodger, Perkins diesel, genset, reef/freezer, extensive electronics \$159,000

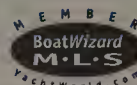
Andrews 70, get there fast	\$599,000
Merlin 68, canting keel and turbo rig	\$269,000
Wylie 70, Pacific Cup winner	\$425,000
Formosa 51 ketch	\$139,000
50 foot BOC, two from	\$159,000
Fuji 40, generous interior	\$ 97,500
Baba 35, full keel, davits	\$ 79,900
Adhara 30 MORC racer	\$ 29,665



Marotta Yachts of Sausalito

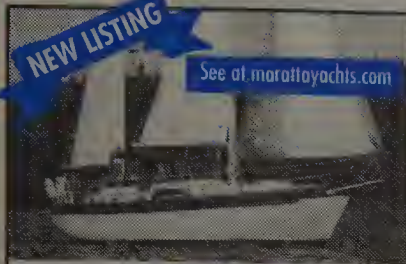
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NEW LISTING

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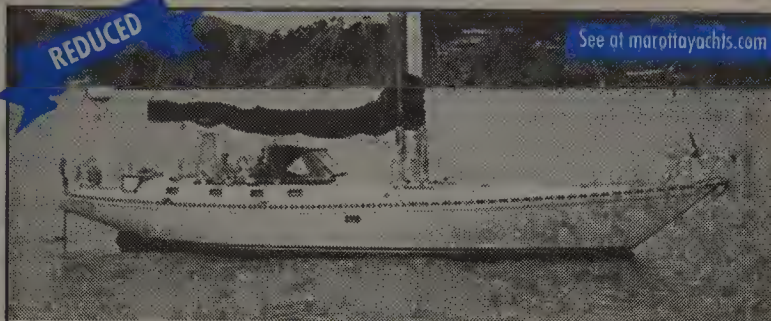


37' IRWIN, 1984

This boat is a great find. She was extensively overhauled (new sails, rigging, roller furler, new electronics, engine and transmission overhauled, Monitar windvane installed, new stereo, etc., etc., etc.) for a cruise that was never taken. Center cockpit fully enclosed in isinglass, interior tastefully redone in teak and dark green. Diesel engine. Prime Sausalito Yacht Harbor slip can transfer. **\$72,000.**

REDUCED

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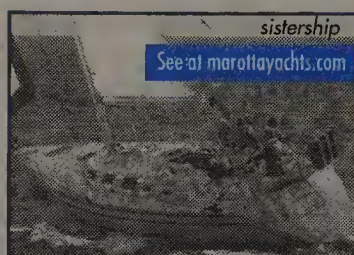


53' ISLANDER, 1979

More than \$100,000 invested over past year: new running rigging, new standing rigging, new mast, new roller furler, new mainsail, new headsail, new topside paint, new bottom paint, rebuilt genset, new dodger, new windlass. Isuzu 60 hp diesel runs like a top. Center cockpit, four cabins, 6'4" headroom, full galley. Further reduced to **\$144,900.** Boat must be sold **IMMEDIATELY!**

sistership

See at marottayachts.com



45' HUNTER, 1986

TransPac veteran is loaded and immaculate. Approximately \$150,000 spent on upgrades and improvements over the last ten years. 55 hp Yanmar diesel with 673 hours. Full electronics. Prime Sausalito Yacht Harbor slip can transfer with vessel. Just reduced to **\$149,000.**

NEW LISTING

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33' CAL, 1974

Attractive boat with refitted Yanmar diesel. Harken mainsheet, primary and secondary winches, tiller steering. **\$18,900.**

See at marottayachts.com

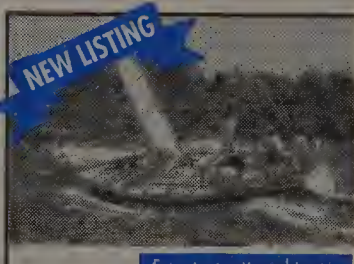


40' CATALINA, 1997

This one-owner vessel has been extensively upgraded and meticulously maintained by an experienced yachtsman. Well laid-out interior has been thoughtfully customized. Extensive electronics, fully integrated. Practically new Quantum sails, Harken bat car system on main, Schaefer 3100 roller furler. Prime Sausalito Yacht Harbor slip can transfer. **\$175,000.**

NEW LISTING

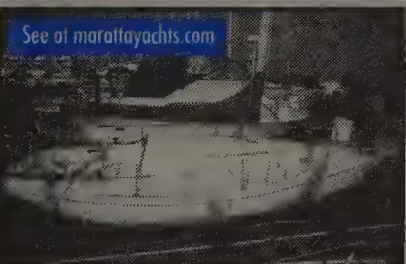
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40' PEARSON, 1981

Bristol vessel shows much pride of ownership, many upgrades, must be seen. New sails, new dodger, new B&G instrumentation, renovated interior, redone brightwork, etc., etc., etc. Sausalito Yacht Harbor slip can transfer. **\$109,000.**

See at marottayachts.com



30' PEARSON, 1973

Vessels in good condition with Sausalito slip that can transfer. Atomic 4 engine, roller furling headsail. **\$14,900.**

42' PASSPORT, 1988

This one-owner semi-custom yacht looks like she was just launched yesterday! All the hardware and gear is top of the line. Twin cabin plus quarter and pilot berths, flawless teak joinery below with 6'4" headroom. 50hp Perkins with low hours. Prime Sausalito Yacht Harbor slip can transfer. **\$195,000.**



31' CAL, 1979

These popular Bill Lapworth-designed sloops are ever-popular Bay boats! Valva Pento diesel rebuilt in 1994. Roller furler, dodger with rabbit ears, custom Hoad sails in good shape. Hot/cold pressure water, Norcold AC/DC refer. **\$27,000.**

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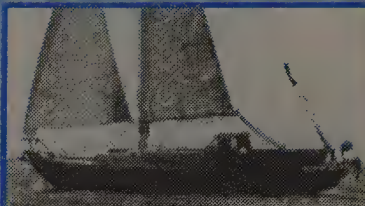
43' SPINDRIFT, '81. Cutter rig, pilothouse. 3 staterooms. Excellent cruiser! Dinghy davits, radar, solar panels, loaded! Out of the water in La Paz. \$129,000.



37' HUNTER CHERUBINI, '82. Yanmar diesel. Separate quarter berth stateroom. Stall shower. Great liveaboard. Real nice shape. \$39,750.



ISLANDER 36, '76, Night Train. Well equipped. Harken RF, spinnaker/gear. Radar, Perkins 4-108, refrig, CNG stove. \$49,000. Also 2-'73s @ \$37k & \$38k.



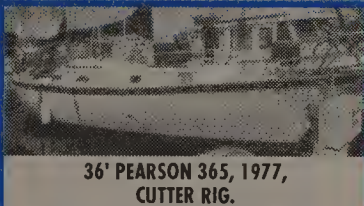
35' SPENCER, '65. Completely outfitted for cruising. Perkins 4-108. Newer sail inventory. Newer LPU paint job. Self-steering. Radar. Ham radio. \$55,000.



32' WESTSAIL, '75. Nice shape. Equipped for cruising. All teak interior. 25 hp Volvo in great shape. Oversized rigging. \$49,900.

SELECTED CRUISING YACHTS									
SAIL									
55' TAYANA	'85	279,000	36' ISLANDER	'73	38,000	27' ALBIN	'73	18,900	
51' BENETEAU	'86	215,000	36' ISLANDER	'76	49,000	27' CATALINA	'81	16,000	
51' BENETEAU	'93	279,000	36' COLUMBIA	'70	30,900	26' PEARSON	'78	10,500	
48' C&C LANDFALL	'80	159,000	36' PEARSON	'77	63,000	26' CHEOY LEE	'63	8,000	
47' OLYMPIC, SD	'78	145,000	35' COLUMBIA	'79	59,500	26' ERICSON	'88	28,000	
43' SPINDRIFT	'81	127,000	35' ALBERG	'65	29,900	25' CORONADO	'63	3,500	
43' STEEL PH	'88	85,000	35' ROBB	'63	45,000				
43' MORGAN	'85	115,000	35' CHEOY LEE	'79	49,500	POWER			
42' GOLDEN WAVE	'81	99,000	35' ENDURANCE	'77	69,900	56' FELLOW/STEWART	'27	38,000	
42' PASSPORT	'81	134,500	35' SPENCER	'65	55,000	53' BAGLIETTO	'71	99,000	
41' ISL. FREEPORT	'80	89,500	34' ISLANDER	'77	25,000	50' STEPHENS	'65	135,000	
41' RHODES	'66	93,000	33' CHEOY LEE	'75	34,500	50' FANTAIL	'07	40,000	
41' ALUMINUM	'77	54,500	33' TARTAN	'80	35,000	48' CHRIS CRAFT	'50	112,000	
41' MORGAN	'73	62,000	32' ERICSON	'72	19,000	43' STEPHENS	'29	74,900	
41' C&C	'85	105,000	32' SENATOR	'78	38,000	42' KHA SHING FB	'84	140,000	
40' SLOOP WOODIE	'90	75,000	32' COLUMBIA	'78	26,500	41' BLUEWATER	'73	46,000	
40' PASSPORT	'85	159,000	31' HUNTER	'85	36,000	41' CHRIS CRAFT	'84	124,900	
40' CAL	'68	56,000	30' CAL 3-30	'74	18,900	38' CHRIS CRAFT	'67	39,500	
40' KETTENBERG	'59	27,500	30' WILLARD P/HOUSE	'74	44,500	38' MATTHEWS	'25	24,900	
38' ERICSON (CT)	'89	115,000	30' CATALINA	'78	17,500	35' CHRIS CRAFT	'68	STBA	
38' ULMER ALUM.	'95	95,000	30' ANGLEMAN	'62	32,000	33' CARVER	'76	42,000	
38' MORGAN	'78	60,000	30' HUNTER	'91	49,900	30' TOLLYCRAFT	'72	26,000	
38' CATALINA	'85	51,999	29.5 HUNTER	'94	44,000	29' OWENS	'59	12,500	
37' CREALOCK (NZ)	'84	70,000	29' GULF	'84	20,000	28' WELLCRAFT Exp ...	'85	31,900	
37' FISHER	'77	88,000	29' CAL 9.2	'83	24,500	23' BAYLINER	'86	13,900	
37' RAFIKI	'80	74,900	29' RANGER, nice	'72	15,000	23' COBALT	'89	18,000	
37' CREALOCK	'87	70,000	28' ISLANDER	'78	24,500	20' CORRECT CRAFT	'77	13,500	
37' HUNTER	'82	39,750	28' TRADEWINDS	'67	24,500	19' RX19 JET BOAT	'96	19,900	
36S PEARSON	'77	47,000	28' BENETEAU	'88	34,000				
			28' ISLANDER	'76	15,000				

*Located in San Diego



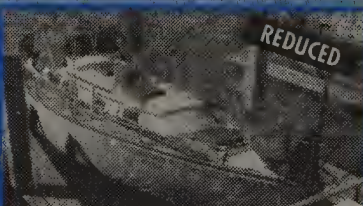
36' PEARSON 365, 1977, CUTTER RIG.
 New upholstery, new deck hatches. Westerbeke diesel. RF headsoil. Large ST primaries. \$47,000.



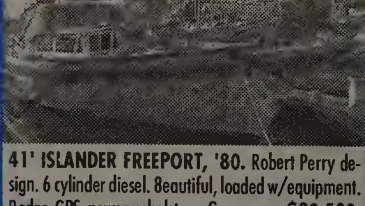
41' MORGAN OUT ISLAND, '73. Rebuilt engine. Many upgrades in past year. Center cockpit with owner's stateroom aft. Great liveaboard/cruiser. \$62,000.



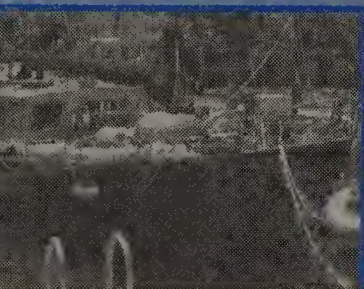
29' HUNTER 29.5s, '94. Great layouts with enclosed fore & aft staterooms. Roller furling. Lines led aft. Great Bay boats. \$44,000.



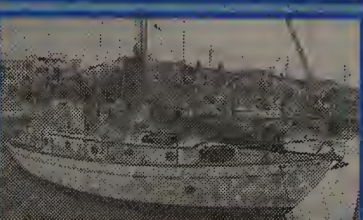
35' CHEOY LEE '79. Aluminum spars. Brand new main. Profurl. ST winches. Electric windlass. Great shape. \$49,500.



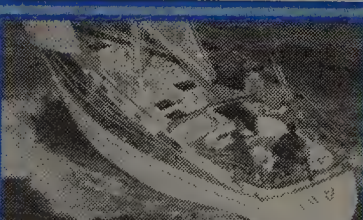
41' ISLANDER FREEPORT, '80. Robert Perry design. 6 cylinder diesel. Beautiful, loaded w/equipment. Radar, GPS, newer upholstery. Gen., more. \$89,500.



37' FISHER, 1975
 New Yanmar diesel w/350 hours.
 Electric windlass. Autopilot. Radar.
 OWNER VERY MOTIVATED.
 \$88,000.



37' RAFIKI, '80. Proven offshore cruiser. Water-mover. Solar panels. SSB/Hom. Autohelm. Radar and more. S.F. slip at Marino Green. \$74,900.



42' GOLDEN WAVE, '82. Robert Perry perf.e cruiser. Fin keel, skeg hung rudder. Perkins 4-108 w/only 492 hrs. Nice sail inventory. Harken roller furl. \$99,000.



48' C&C LANDFALL, 1980.
 Three cabin layout. Engine completely rebuilt.
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 Vessel hails out of San Diego.
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25' FARALLON high speed trawler. Low hours 220hp, Volvo diesel, radar, VHF, depth, AP, GPS, Loran, berths, head, galley and more! Super boat! **Asking \$23,500.**

42' WALSTED SLOOP This Danish yord is thought by many to be the finest wooden boat builder in the world. Exc. equip. yord maintained. A must see. **\$133,000.**

43' STEPHENS. Classic cruiser. Very nice. P.O. cedar over oak, bronze fastened. Twins, H&C press w/shower. Dsl heater, fireplace, full boot cover & More. **74,900.**



36' CHEOY LEE sloop. All teak, diesel, beautifully maintained, roller furling, spinnaker, original owner. Must be seen! Extremely nice. **Asking \$49,500.**



50' STEPHENS 100' deck flybridge motor yacht. Outstanding. Port Orford cedar over white oak w/teak decks & cabins, aft stateroom, loaded. **\$135,000.**



32' CONTESSA cruising sloop. Modified full keel, dsl, F/G. Moin, jib, 165% & 135% genoas, more incl. cabin heater. A great Canadian-built boat. **\$39,500.**

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65' PH ketch, ferro, dsl ++ ... 55,000
60' FIFE cutter, iran, new dsl 195,000
60' LOO PH schooner, dsl ... 225,000
56' HERESHOFF Marco Polo schooner: exquisite! ... 500,000
47' LOD Wm. GARDEN gaff schooner, ferro, dsl, lots of gear 35,000/offer
43' WITTHOLZ steel PH slip, strong, excellent cond, dsl ... 85,000
42' SCHOONER, Winslow/Blanchard ... Very nice, rbl' '94 ... 142,000
41' CHEOY LEE O/S kitch, FG + 75,000
40' TANCOK K schooner, nice! ... 30,000
40' LOO Wm Gorden Schooner, New! Dsl, PH, more! ... 205,000
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35' Alum. SCHOONER, goff, dsl 36,500
34' COLUMBIA slip, diesel ... 16,000
34' ISLANDER, dsl, AP, GPS ... 25,000
33' ISLANDER slip, I/B, roomy. 12,500
32.5 GLASLAM 5.5M racing slip 12,800
31' MARIEHOLM slip, dsl, FG ... 24,500
30' JOLLY ROGER slip, diesel ... 11,000
30' HUNTER slip, dsl & more ... 17,000
30' PEARSON COASTER, slip, dsl, clean, dodger & more! ... 21,500
30' ERICSON slip, spinnaker ++ 14,000
29' COLUMBIA sloop, I/B ... Try 8,500
28' VERTUE by Giles, dsl, more 17,000
28' LANCER MkV sloop, 'B4 ... 13,400
28' FELLOWS & STEWART kitch. 20,000
28' WESTSAIL ctr, dsl, AP ++ ... 31,500
27' ERICSON slip, I/B, roller furl, lines led off for short hand or rough weather, full galley, VHF, depth, clean ... 16,000
27' ERICSON MkII slip, wheel ... 10,000
27' NEWPORT sloop, I/B ... 8,000
27' CHEOY LEE LUDDERS slip ... 18,000
27' SANTANA, o/b, roll furl + ... 6,500
26' CHEOY LEE Codet, I/B, FG ... 5,500
26' FOLKBOAT, F/G, dsl (nice boat, but dsl nds work). Asking 6,900/offer
26' ERICSON sloop, D/B ... 7,500
20' CLASSIC ENGLISH sloop, built '91, dsl. An exquisite jewel of a boat in fine cond. Has full cover & more. A must see! .. Asking 19,900/offer

57' CHRIS CRAFT Constellation, dsls, loaded ... 129,500
52' BAGLIETTO, flush deck, FB, NY, twin B71 dsls ... 100,000
50' PH TRWL, twm dsl & more. 18,000
48' classic ski w/trlr ... 15,000
46' CHRIS Classic, '46, FB, lots new, really nice w/oft cabin, new galley and more ... 49,500
46' LAKE UNION CLASSIC, extensive rebuilding just done. Virtually all new hull, 2 new diesels and much more. Super boat! ... Asking 100,000
43' GRAND MARINER, twins 69,000/offer
42' MATTHEWS, '52 Classic Cruiser twins, FB, great liveaboard/cruiser. 35,000
41' CHRIS CONNIE, twm, nice! ... 64,500
40' SPORT FISH Charterboat w/certif. (14+2), dsls, ready to go! 82,000
38' HUNTER of Canada, FB sdn, twin VBs, very clean, roomy '59 cruiser, with comfort ... 32,500
38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, very nice 59,500
36' JENSEN, '29, classic, diesel, neat project boat w/charm ... 12,500

36' STEPHENS, '39, classic, twins, aft enclosure, more ... 29,000
34' CHRIS CRAFT Commander, '63, twin gas, great boat ... 26,500
34' JEFFRIES sport cruiser, two 454s, sharp and fast! ... 79,000
33' RICHARDSON custom high speed trlr VB, 25 mph, FB, super clean 15,000
33' OONZI Z 33, twm 454s, ++ 64,500
31' PACEMAKER Seaskiff, twins 25,000
30' TOLLYCRAFT, I/g, twins, FB 16,900
28' CARVER, nice/roomy, O/D 12,950
28' SEABIRD F/B, S/F, twins ... 15,500
27' REGAL Ambossador, '93, w/trailer, clean w/very little use ... 28,000
27+ MONTEREY trawler, 2-71 dsl, licenses, gear, electronics. Nice ... 12,000
27' CHRIS Seo Skiff, VB, nice ... 12,500
26' CLIPPER CRAFT, '92, i/o, trailer, fish/work ... 24,500
24' MARIAH CUOOY, 1996, i/o 28,500
22' FORMULA 31S, i/o ... 15,000
20' BOSTON WHALER, O/B, tlr 11,450
17' CHRIS CRAFT mahog runabout, VB, trailer ... 12,500



46' CAL 2-46 ketch, diesel, CENTER COCKPIT, dual helm, genset, AP, heater, roller furl. Equipped right to be a great cruiser. Exceptional cond. **Asking \$119,000.**

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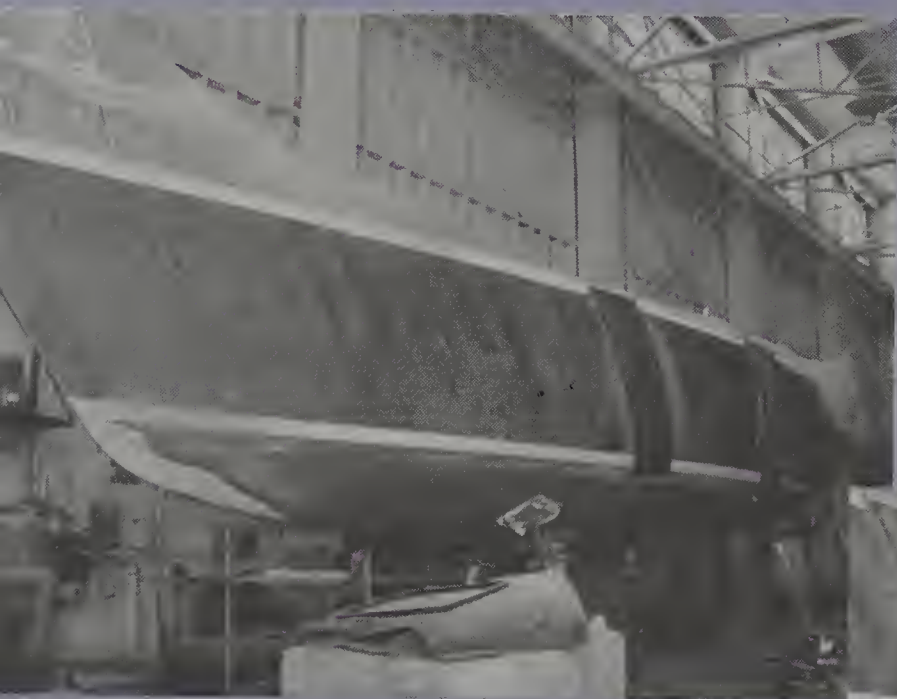
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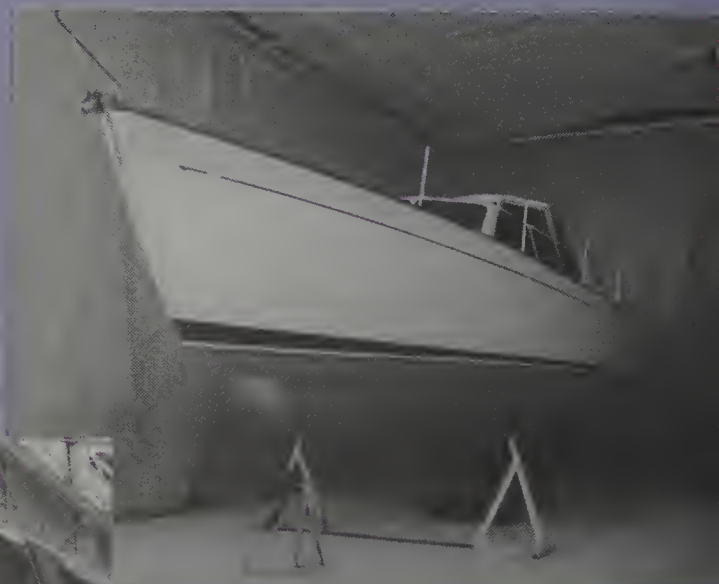
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